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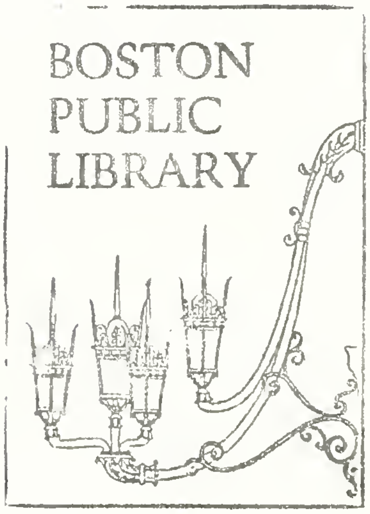

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Wallace, Floyd, Ellenzweig, Moore, Inc.
Architects/Planners

Cambridge/San Francisco

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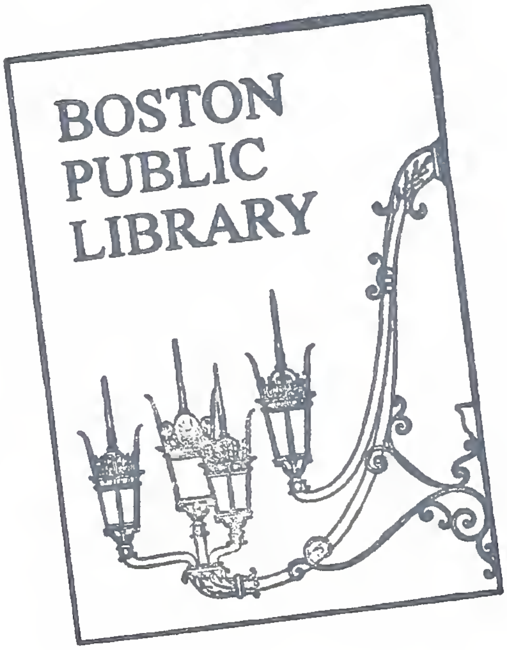

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Wallace, Floyd, Ellenzweig, Moore, Inc.

Architects
Planners

Cambridge
San Francisco

Harry Ellenzweig
Peter Floyd
Leslie Moore
David D Wallace

Adel Foz
Jacquelyn Hall
Michael Lardner
Donald Vitters
Jane Weinzapfel
Patrick S Zabaldo

65 Winthrop Street
Cambridge, Massachusetts 02138

(617) 864-3500

22 June 1981

BOSTON PUBLIC LIBRARY

Mr. Robert J. Ryan, Director
Attention: Mr. Matthew A. Coogan, Project Coordinator
Boston Redevelopment Authority
City Hall
One City Hall Square
Boston, MA 02201

Gentlemen:

Wallace, Floyd, Ellenzweig, Moore, Inc., (WFEM) and William Pressley & Associates (WPA) are pleased to submit their team qualifications for the Land Use/Urban Design Analysis elements of the Downtown Crossing project described in your letter of June 8, 1981. WFEM will be prime contractor and directly responsible for land use, urban design, and architectural aspects of the project. WPA will provide all landscape architectural design services.

Downtown Crossing is already a unique and successful urban area. Our experience on similar projects convinces us that enhancing its image and extending its influence by making use and access easier will increase its ability to draw shoppers and attract business.

WFEM and WPA have previously managed and/or participated in successful urban design/revitalization projects similar in scope and complexity to the Downtown Crossing project. As architect and urban designer, WFEM developed plans for the Boston Naval Shipyard; the New Bedford South Terminal Redevelopment Area; the Salem historic town center; Kennedy Plaza in Providence; and other related projects described in the attached qualifications. As landscape architect, WPA was responsible for Boston's Faneuil Hall Marketplace; Downtown Revitalization projects in Lewiston, Maine and White Plains, New York; and landscaping, paving, and planting for many other urban rejuvenation and beautification projects.

WFEM and WPA are familiar with identifying urban design and land use problems and opportunities in downtown retail areas. The team understands how to integrate pedestrian amenities with functional traffic, parking, and emergency access systems in Boston's complex downtown conditions.

For example, on the Boston Naval Shipyard Landuse and Transportation Study WFEM integrated the contributions of architects, planners, landscape architects, engineers, traffic planners, and economists to recommend alternative re-use/revitalization schemes. Developing

these mixed use plans required survey of existing land use and traffic patterns, facility conditions, and marketing studies to identify development potentials and needed urban design amenities. In addition to design studies, WFEM also assisted BRA by exploring public and private funding mechanisms and policies needed to implement proposed revitalization plans. Current construction at the Charlestown Shipyard follows one of the recommended plans.

David Wallace will be WFEM Principal-in-Charge. Adel Foz (WFEM) will act as Project Manager and William Pressley (WPA) will be responsible for landscape architecture. Resumes of the key members of the Team and other staff available for this project are provided in the attached qualifications.

We look forward to the next step in the Consultant selection process and will be glad to answer any questions you may have about our team, staff, or experience.

Very truly yours,

WALLACE, FLOYD, ELLENZWEIG, MOORE, INC.

David D. Wallace

DDW/cdb

Enclosure

STANDARD FORM (SF) 255

Architect-Engineer Related Services for Specific Project

1. Project Name / Location for which Firm is Filing:

Downtown Crossing Land Use/Design

Daily Announcement Date, if any:

–

Number, if any:

–

3. Firm (or Joint-Venture) Name & Address

Wallace, Floyd, Ellenzweig, Moore, Inc.
65 Winthrop Street
Cambridge, MA 02138 (617) 864-3500

3a. Name, Title & Telephone Number of Principal to Contact

David D. Wallace, Principal
(617) 864-3500

3b. Address of office to perform work, if different from Item 3

4. Personnel by Discipline:

14 Administrative
27 Architects
___ Chemical Engineers
___ Civil Engineers
___ Construction Inspectors
28 Draftsmen
___ Ecologists
___ Economists
___ Electrical Engineers
___ Estimators
___ Geologists
___ Hydrologists
* Interior Designers
1 Landscape Architects
___ Mechanical Engineers
___ Mining Engineers
___ Oceanographers
13 Planners: Urban/Regional
___ Sanitary Engineers
___ Soils Engineers
___ Specification Writers
___ Structural Engineers
___ Surveyors
___ Transportation Engineers
2 Graphic Designers
2 Site Architects
4 Others
___ ___
* All interior design
___ and planning carried
___ out by architects
91 Total Personnel

5. If submittal is by Joint-Venture list participating firms and outline specific areas of responsibility (including administrative, technical and financial) for each firm:
(Attach SF 254 for each if not on file with Procuring Office.)

5a. Has this Joint-Venture previously worked together? ☐ yes ☐ no

DAVID D. WALLACE
Principal

Mr. Wallace is a WFEM principal. He has over 25 years of experience as both a planner and an architect, with expertise in managing a variety of planning, environmental, urban design, and architectural studies.

Mr. Wallace was director for the firm's involvement in several land use planning and urban design projects for the Boston Redevelopment Authority, including the Seaport Access System study, Northern Avenue Bridge Relocation, the St. Gabriel's Monastery Redevelopment/Reuse Study, the Boston Naval Shipyard Land Use and Transportation Study, and the Central Artery Depression Feasibility Study. He also directed the design and planning of the $78 million Alewife Station/Garage, part of the MBTA's Red Line Extension Northwest rapid transit project, the firm's work on the the Kennedy Plaza Transit Improvement Project in Providence, Rhode Island.

Mr. Wallace has directed several major transportation-related land use studies and environmental impact assessments including the Logan Airport Land Use Master Plan, the Massachusetts Route 2 improvement EIS, the Boston North Terminal EIS, the Chelsea-Water Street (Charlestown) Negative Declaration, the Lechmere Triangle Development (Cambridge) environmental clearance, and the Boston Transportation Planning Review. He is currently principal-in-charge of the Metropolitan District Commission Water Supply Study and Environmental Assessment, which involves several alternatives for augmentation of the metropolitan Boston water supply. He is also directing the major rehabilitation of the 504-unit Franklin Field Public Housing Project for the Boston Housing Authority.

Mr. Wallace graduated from Middlebury College and holds Bachelor and Master of Architecture degrees from M.I.T. He has received a research fellowship from M.I.T. and a Fulbright research grant to study arctic area development. He has been a guest lecturer and design critic at M.I.T., Harvard Graduate School of Design, the University of Rhode Island, Boston Architectural Center, and Cornell University School of Human Ecology. He is a registered architect in Massachusetts, New Hampshire and Texas and has NCARB registration.

ADEL FOZ
Associate

Mr. Foz, a WFEM associate, has had extensive professional experience in all phases of architecture and planning, including urban design, regional and environmental resource planning, open space, historic, and cultural planning, site planning, architectural programming and community liaison.

He has managed and participated in projects for all levels of government as well as for private clients and is knowledgeable about the needs and requirements of each.

Most recently, Mr. Foz has been Project Manager of the Monastery Hill Planning Study, Project Manager for a draft Environmental Impact Statement for a Seaport Access Road in Boston, and has participated in the MBTA Alewife Station/Garage Study in the role of planner and community liaison.

He has served as Project Manager for the firm for many other projects including North Terminal Draft Environmental Impact Statement, Central Artery Depression Feasibility Study, Route 2 Environmental Impact Statement, Chelsea Water Street Connector DND, and Massachusetts General Hospital Ambulatory Care Center Environmental Impact Report.

For BRA and EDIC, Mr. Foz took part in the Boston Naval Shipyard Land Use and Transportation Study as an architect and planner.

Before joining WFEM, he was an architectural desiggner for Earl R.Flansburgh and Associates; Perry, Dean, and Stewart; and O.C. Cacoub.

Mr. Foz holds degrees from Harvard College (B.A. mcl), Harvard University (Master of Architecture); and MIT (Master of City Planning and Master of Architecture in Advanced Studies). He has also taught site planning and urban design analysis at MIT. Mr. Foz is fluent in French and Spanish.

JAMES PURDY
Planner

Mr. Purdy is an environmental and land use planner. He joined WFEM in 1976.

He was recently project manager for the Logan Airport Land Use Master Plan, which involves planning and design studies for all roadways, passenger, cargo, and support facilities for the airport. He is currently in charge of water demand projections for the Metropolitan District Commission Water Supply Study and Environmental Assessment, which involves several alternatives for augmentation of the metropolitan Boston water supply. Mr. Purdy was also project manager for the Wachusett Mountain Ski Area Expansion Environmental Impact Report and the Recreation Access Study for the Massachusetts Department of Environmental Management.

Mr. Purdy was responsible for planning and community liason for the $78 million Alewife Station/Garage on the MBTA Red Line Northwest Rapid Transit Extension. He participated in the Massachusetts Water Supply Policy Study, the Lechmere Triangle Development Environmental Clearace, the Seaport Access System Environmental Impact Statement, and he prepared zoning studies for the MBTA Southwest Corridor Project.

Prior to joining WFEM, Mr. Purdy was a senior planner for Philip B. Herr and Associates, where he was involved in regional wastewater planning for the Cape Cod Planning and Economic Development Commission; this work included population projections and development of detailed mapping of land capability and future population, employment, and open land. Other projects with which he was involved include analysis of state land use guidance systems, demographic and economic analyses, participatory land use studies, development impact assessment, and design of local development regulations.

Mr. Purdy holds a B.S. degree in English and physics from the University of Michigan and a Master of City Planning Degree from M.I.T. He has been a guest critic at the Harvard Graduate School of Design, is a director of the Newton Upper Falls Community Development Corporation, and is a member of the American Planning Association.

WENDY LANDMAN
Planner
Urban Designer

Ms. Landman has worked on a variety of projects in the areas of land use and airport planning, environmental analysis, community participation, and urban design. She was project planner for the Logan International Airport Land Use Master Plan, for which she developed passenger terminal threshold analyses and urban design guidelines for the airport/community edge. Ms. Landman was a project planner on the Seaport Access System Preliminary Environmental Assessment, where her responsibilities included analysis of roadway alternatives and liason with participating agencies. In the Monastery Hill Planning Study for the Boston Redevelopment Authority she worked closely with the community task force to develop strategies for community revitalization which incorporated the objectives of local homeowners, public housing tenants, and institutions based in the area. She was a Section Planner on the MBTA Southwest Corridor Orange Line Rapid Transit Relocation Project, where she was responsible for community liason in the Roxbury and Jamaica Plain sections of the corridor. Other work for WFEM includes the environmental assessment of the Wachusett Mountain Ski Area expansion for the Massachusetts Department of Environmental Management.

While working with Zgonis Associates, Ms. Landman was responsible for preliminary site planning as well as social and fiscal planning for a 300-unit housing project. This work included extensive involvement with the Tenants' Task Force on both design and policy issues. As a member of an urban design team in Edinburg, Scotland, Ms. Landman was co-author of the South Side Design Guide, a set of detailed guidelines for the rehabilitation and redevelopment of a downtown historic conservation district in that city.

Ms. Landman's other planning responsibilities have included market and traffic analyses for downtown Quincy, Massachusetts; analysis of neighborhood housing markets in Boston, planning for local housing needs in Woodstock, Vermont, and environmental analysis of a rural recreation site.

Ms. Landman holds an S.B. and a Master of City Planning degree from M.I.T. and a Diploma in Urban Design from the University of Edinburg.

THOMAS NALLY
Planner
Urban Designer
Registered Architect

Since joining WFEM in 1977, Mr Nally has been involved in planning, urban design, community liason and architectural programming while at WFEM. A large part of that work has been in transportation-related projects.

Mr. Nally is project manager for WFEM's responsiblities of planning and community liason for the MBTA Southwest Corridor Orange Line Rapid Transit Relocation Project. In this position he is responsible for coordination of community participation activities at WFEM and in three engineering firms conducting design activities for the $700 million railroad reconstruction and transit relocation project, reviewing and coordinating the preparation of written and graphic public information explaining the complex project to residents and business people in the affected communities.

Mr. Nally is also serving as project manager for WFEM's urban design and architectural work on the Kennedy Plaza Transit Improvement Project in Providence, Rhode Island. This project consists of a major bus terminal and transfer area for all bus routes serving downtown Providence; WFEM has designed bus shelters and is working with engineers and landscape architects on a comprehensive design for the plaza, which is located at the heart of the central business district. Mr. Nally has also conducted urban design and land use analysis for the Lechmere Triangle Development Project Environmental Clearance for the city of Cambridge, Massachusetts. He was project manager of a master planning study of the Sloan and Hermann buildings at M.I.T. and participated in the Massachusetts College of Art Master Plan and Feasibility Study.

Mr. Nally received a Bachelor of Architecture degree from Cornell University and worked for architectural firms in Boston on educational, medical, and rsidential projects and for the Lowell, Massachusetts, City Development Authority. He received Master of City Planning and Master of Architecture in Advanced Studies degrees from M.I.T.

He is on the faculty of the Boston Architectural Center, is a member of the American Planning Association, and is a registered architect in Massachusetts.

PETER DUBIN
Architect
Urban Designer

Mr. Dubin is currently involved in architectural design in the substantial rehabilitation of the 504 unit Franklin Field public housing project in Boston. Prior to joining WFEM he worked for a number of architectural and planning firms in the Boston area, doing architectural and urban design and renderings. He executed schematic design and design development for conversion of a parochial school in East Boston into cooperative apartments for Communitas. While at Stull Associates, he designed and detailed urban design components of the Southwest Corridor Project and worked on the design development of Ruggles Street Orange Line Station.

Mr. Dubin has completed work for a Master of Achitecture degree at M.I.T. He has also studied and worked at the Rhode Island School of Design and Rensselaer Polytechnic Institute.

8. Work by Firm or Joint Venture Members which Best Illustrates Current Qualifications Relevant to this Project (List not more than 10 Projects)

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Owner's Name & Address	d. Completion Date (actual or estimated)	e. Estimated Cost (in thousands)	
				Entire Project	Work for which Firm was/is responsible
(1) Seaport Access Study and Northern Ave. Bridge Relocation, Boston	Contractor for Land Use and Community Liaison	Boston Redevelopment Authority and Massport	1980	250 fee	105 fee
(2) Reuse/Redevelopment Plan for St. Gabriel's Monastery, Brighton	Prime Contractor	Boston Redevelopment Authority	1980	47 fee	47 fee
(3) Kennedy Plaza Transit and Pedestrian Improvement Project Providence, R.I.	Urban Design, Architecture, and Planning Consultant	Providence Redevelopment Authority Providence, Rhode Island	1982	5,500	1,000
(4) Logan Airport Land Use Master Plan	Joint Venture	Massachusetts Port Authority	1981	450 fee	450 fee
(5) Boston Naval Shipyard Land Use and Transportation Study	Prime Contractor	Boston Economic Development Industrial Commission, and Boston Redevelopment Authority Boston, MA	1974	85 fee	85 fee
(6) Alewife-Davis Linear Park/Tunnel Cover	Contractor for Landscaping and design	Massachusetts Bay Transportation Authority	1983	1,700	1,500
(7) Central Artery Depression Feasibility Study	Contractor for Land Use and Urban Design	Boston Redevelopment Authority	1976	25 fee	25 fee
(8) Design Guidelines/Review for South Terminal Redevelopment Area, New Bedford	Prime Contractor	New Bedford Redevelopment Authority	1960/ ongoing	60 fee	60 fee
(9) Alewife Station/Garage Red Line Cambridge, MA	Prime Contractor, Architect and Planner	Massachusetts Bay Transportation Authority 50 High St., Boston, MA 02110	1983	78,400	78,400
(10) Southwest Corridor Project	Coordinating consultant for planning and community liaison	Massachusetts Bay Transportation Authority 50 High St., Boston, MA 02110	1984	640,000	670 fee

Wallace, Floyd, Ellenzweig, Moore, Inc.

WFEM has over eleven years' experience as an architectural and planning consulting firm. It has grown steadily and now has a staff of over 90.

WFEM's planning experience includes transportation, land use and urban design studies, as well as environmental impact assessments of transportation, water supply and recreation projects. The firm has done urban and landscape design work related to transit facilities and it has experience with joint development and community revitalization through through several planning, design, and environmental projects.

WFEM has a reputation for its high quality design and planning; it has received awards for its community liaison efforts in the MBTA Southwest Corridor Project and for its design on a number of architectural projects. The firm has a demonstrated ability to work cooperatively and successfully with engineering firms and other disciplines, both as a sub-contractor and as prime consultant. The firm is responsive to clients and community groups and has always had good relationships with both. It is experienced in operating successfully in a participatory context.

Architectural work has been focused in several areas. The firm has done several rapid transit and bus stations, both new designs and modernizations. WFEM has also completed industrial facilities planning and design including high technology structures such as the Alaskan North Slope Oil Field Complex and two astrophysical observatories. Rehabilitation work includes the Massachusetts State House, RPI Computer Center, and several classroom and residential buildings at MIT. The firm has inspected and modernized several thousand units of public housing. General Housewares Corporation, Digital and several commercial developers are among our present clients.

WFEM is committed to affirmative action toward minorities and women and has long demonstrated this committment both in its staffing and choice of sub-contractors and in projects such as the Educational Training Program, which is a training program in the engineering and design professions set up and run by WFEM for the MBTA.

Project Related Experience

WFEM has done urban design and analysis on numerous projects. Preliminary design studies were done for the relocation of the Northern Avenue Bridge, and the proposed bridge location was based in part on them. Working in a participatory context, design alternatives were prepared for the re-use of the St. Gabriel's Monastery site in Brighton. WFEM recently designed the bus shelters and transfer area for all bus routes serving downtown Providence, R.I., and is working with engineers and landscape architects on associated pedestrian areas in Kennedy Plaza at the heart of the central business district.

Urban design studies were also prepared for the East Boston community edge of Logan Airport; an "active" noise barrier was developed from airport related uses with landscaping on the community side to provide a visual as well as noise buffer. WFEM is responsible for site design for the MBTA Alewife Station/Garage in Cambridge and for landscaping of the one-mile tunnel cover between Davis Square, Somerville and Alewife; this linear park will be integrated with both stations, a Cambridge city park, new development on Massachusetts Avenue, and a regional bike path system. WFEM developed urban design guidelines for the New Bedford Redevelopment Authority's South Terminal Urban Renewal Area and continues to provide design review services to NBRA. Several urban design analyses have been done in connection with transportation related feasibility and environmental studies, including the Boston Naval Shipyard study, the

11. The foregoing is a statement of facts.	Date:
Signature: ______________________ Typed Name and Title: ______________________	

(continued)

Chelsea-Water Streets Negative Declaration, the Central Artery Depression Feasibility Study, and the Lechmere Canal and Triangle Redevelopment Environmental Clearances.

Land Use studies have been performed for several projects including those for which urban design has been prepared. These studies range in scale from regional studies such as the SENE Land Use study for New England River Basins Commission, the analysis of all Boston Transportation Planning Review corridors, the Central Artery Depression Feasibility Study, and land use implications of major water supply alternatives for the MDC; medium scale studies of South Boston for the Seaport Access Study, and East Boston for the Logan Airport Land Use Master Plan; to small-scale studies of the context for projects such as the St. Gabriel's re-use study and the Logan Airport edge along Maverick Street. These studies at medium and small scale are similar in approach: they consider the type and timing of activities associated with land uses at a range of scales from project context to individual parcels, identify conflicting and reinforcing activities and provide the basis for encouraging missing desirable uses or eliminating undesirable ones. In the Boston Naval Shipyard study, WFEM worked with economic consultants and transportation planners to generate development proposal packages, expressed in land use and urban design terms; this study generated the ideas for the development now taking place at Charlestown and at the South Boston Naval Annex.

Downtown Crossing is a unique area which requires study methods and design solutions suited to its special characteristics. The experience described above demonstrates WFEM's ability to provide the necessary skills and expertise to meet the land use and urban design objectives for strengthening the area economically.

11. The foregoing is a statement of facts.

Signature: ______ Typed Name and Title: ______

Date:

FORM (SF) 254
Architect-Engineer and Related Services Questionnaire

Wallace, Floyd, Ellenzweig, Moore, Inc.
65 Winthrop Street
Cambridge, Massachusetts 02138

1a. Submittal is for ☒ Parent Company ☐ Branch Office

Established: 1970 November 1980

4. Type of Ownership:
4a. Minority Owned ☐ yes ☒ no

5. Name of Parent Company, if any:

5a. Former Firm Name(s), if any, and Year(s) Established:

Wallace, Floyd, Ellenzweig, Inc. (1970-1974)
Harry Ellenzweig & Associates, Inc. (1965)
Geometrics, Inc. (1956)

6. Names of not more than Two Principals to Contact: Title / Telephone

1) David D. Wallace, Principal (617) 864-3500
2) Leslie Moore, Principal (617) 864-3500

7. Present Offices: City / State / Telephone / No. Personnel Each Office

7a. Total Personnel 91

1) 65 Winthrop Street
Cambridge, Massachusetts 02138 (617) 864-3500

2) 120 Broadway
San Francisco, California 94111 (415) 398-3913

8. Personnel by Discipline:

14 Administrative
27 Architects
___ Chemical Engineers
___ Civil Engineers
___ Construction Inspectors
28 Draftsmen
___ Ecologists
___ Economists
___ Electrical Engineers
___ Estimators
___ Geologists
___ Hydrologists
* Interior Designers
1 Landscape Architects
___ Mechanical Engineers
___ Mining Engineers
___ Oceanographers
13 Planners: Urban/Regional
___ Sanitary Engineers
___ Soils Engineers
___ Specification Writers
___ Structural Engineers
___ Surveyors
___ Transportation Engineers
2 Graphic Designers
2 Site Architects
4 Others
* All interior design and planning carried out by architects.

9. Summary of Professional Services Fees Received: (insert index number)

Last 5 Years (most recent year first)

	1979	1978	1977	1976	1975
Direct Federal contract work, including overseas	2	2	1	1	2
All other domestic work	6	6	6	6	5
All other foreign work*					

*Firms interested in foreign work, but without such experience, check here: ☐.

Ranges of Professional Services Fees
INDEX
1. Less than $100,000
2. $100,000 to $250,000
3. $250,000 to $500,000
4. $500,000 to $1 million
5. $1 million to $2 million
6. $2 million to $5 million
7. $5 million to $10 million
8. $10 million or greater

10. Profile of Firm's Project Experience, Last 5 Years

Profile Code	Number of Projects	Total Gross Fees (in thousands)	Profile Code	Number of Projects	Total Gross Fees (in thousands)	Profile Code	Number of Projects	Total Gross Fees (in thousands)
1) 006	1	300	11) 031	3	65	21) 076	1	147
2) 007	11	4,790	12) 032	4	277	22) 078	18	1,459
3) 015	13	465	13) 033	11	782	23) 079	8	3,200
4) 018	1	362	14) 036	2	155	24) 088	4	193
5) 019	2	580	15) 039	2	522	25) 089	19	1,193
6) 020	7	398	16) 047	9	831	26) 096	2	805
7) 021	11	4,804	17) 050	11	791	27) 098	1	45
8) 023	2	939	18) 058	5	462	28) 102	3	72
9) 028	2	72	19) 059	2	422	29) 106	3	410
10) 029	14	599	20) 072	4		30) 114	4	264

11. Project Examples, Last 5 Years

Profile Code	"P", "C", "JV", or "IE"	Project Name and Location	Owner Name and Address	Cost of Work (in thousands)	Completion Date (Actual or Estimated)
	C	1 Seaport Access System and Northern Avenue Bridge Replacement Study, Boston, MA	Boston Redevelopment Authority and Massport, Boston MA	250 Fee	1980
	P	2 Reuse/Redevelopment Plan for St. Gabriel's Monastery, Brighton, MA	Boston Redevelopment Authority City Hall Square Boston, MA	47 Fee	1980
110	C	3 Kennedy Plaza Transit and Pedestrian Improvements Providence, Rhode Island	Providence Redevelopment Authority Providence, Rhode Island	5,500	1982
	C	4 Central Artery Depression Feasibility Study	Boston Redevelopment Authority	25 Fee	1976
078	P	5 Boston Naval Shipyard Land Use and Transportation Study Boston, MA 02129 and 02127	Boston Redevelopment Authority + City Economic Dev'l & Industrial Commission City Hall Plaza, Boston, MA 02201	85 Fee	1974
078	P	6 Southwest Corridor Project Boston, Massachusetts 02116	Massachusetts Bay Transportation Authority 50 High Street, Boston, MA 02110	670 Fee	1981
078	P	7 Davis-Alewife Tunnel Cover Landscaping Cambridge & Somerville, MA	Massachusetts Bay Transportation Authority 50 High Street, Boston, MA 02140	1,700	1983

		New Bedford			
033	C	9 East Cambridge Roadway Improvements Cambridge, Massachusetts 02141	Cambridge Community Development Dept. City Hall Annex 57 Inman Street, Cambridge, MA 02139	35 Fee	1979
033	C	10 Lechmere Canal & Triangle Area Development Project Environmental Clearance, Cambridge, MA 02141	Cambridge Community Development Dept. City Hall Annex 57 Inman Street, Cambridge, MA 02139	40 Fee	1979
	JV	11 Logan International Airport Land Use Master Plan	Massachusetts Port Authority 99 High Street Boston, MA 02110	450 Fee	1981
078	C	12 Recreational Access Study Massachusetts	Massachusetts Dept. of Environmental Management Boston, Massachusetts 02202	25 Fee	1978
	C	13 Salem Comprehension Plan & CBD Plan	Salem, Planning Board Salem, MA	40 Fee	1965
078	C	14 Boston Transportation Planning Review Boston Region, Massachusetts	Massachusetts Dept. of Public Works Boston, Massachusetts 02114	150 Fee	1974
033	C	15 North Terminal Draft EIS Boston, Massachusetts 02114	Massachusetts Dept. of Public Works Boston, Massachusetts 02114	85 Fee	1973
039 109	P	16 Alewife Station/Garage Cambridge, MA 02140	Massachusetts Bay Transportation Authority Boston, Massachusetts 02110	78,400	1984
109	C	17 Massachusetts Avenue Station Boston, Massachusetts	Massachusetts Bay Transportation Authority, 50 High Street, Boston, MA 02110	4,000	1984
109	P	18 Central Square Station Modernization Cambridge, Massachusetts 02139	Massachusetts Bay Transportation Authority 50 High Street, Boston, MA 02110	3,500	1984
109	P	19 Kendall Square Station Modernization Cambridge, Massachusetts 02142	Massachusetts Bay Transportation Authority, 50 High Street, Boston, MA 02110	4,000	1984

087	P	20 State Street Station Modernization Boston, Massachusetts 02109	Massachusetts Bay Transportation Authority 50 High Street, Boston, MA 02110	1,500	1978
078	P	21 Metropolitan Open Space Plan Boston Region	Metropolitan Area Planning Council Boston, Massachusetts 02108	100 Fee	1969
015 033	P	22 Northfield Water Supply Study State of Massachusetts	Massachusetts Metropolitan District Commission (MDC) 20 Somerset St., Boston MA	Current Fee 750 Total: 2,000	1982
	C	23 Southwestern New England Study Massachusetts and Rhode Island	New England River Basins Commission	65 Fee	1975
	P	24 New Hampshire Guide Plan	New Hampshire, Office of State Planning	20 Fee	1976
058	P	25 Multiple Mirror Telescope Mt. Hopkins, Arizona	Smithsonian Astrophysical Observatory Cambridge, Massachusetts 02138	2,000	1973
079 089	P	26 Jewish Community Center Newton, Massachusetts	Combined Jewish Philanthropies 72 Franklin Street Boston, Massachusetts	6,000	1980
032	P	27 Modernization Inspection of 15,000 units State-aided Family Housing Massachusetts	Department of Community Affairs Commonwealth of Massachusetts Boston, Massachusetts 02202	150 Fee	1976
077	P	28 BP Oil Field Facilities, Alaska Architecture/Planning, Construction Management, Prudhoe Bay, N. Slope	Sohio Petroleum, Inc. 100 Pine Street San Francisco, CA	100,000	on-going
	JV	29 Franklin Field Public Housing Project Substantial Rehabilitation, Boston, Massachusetts	Boston Housing Authority	23,000	1984
019	P	30 Alan M. Voorhees Computing Center Troy, New York 12181	Rensselaer Polytechnic Institute Troy, New York 12181	2,300	1979

12. The foregoing is a statement of facts

Signature: ______ Typed Name and Title: ______

Date: June 18, 1981

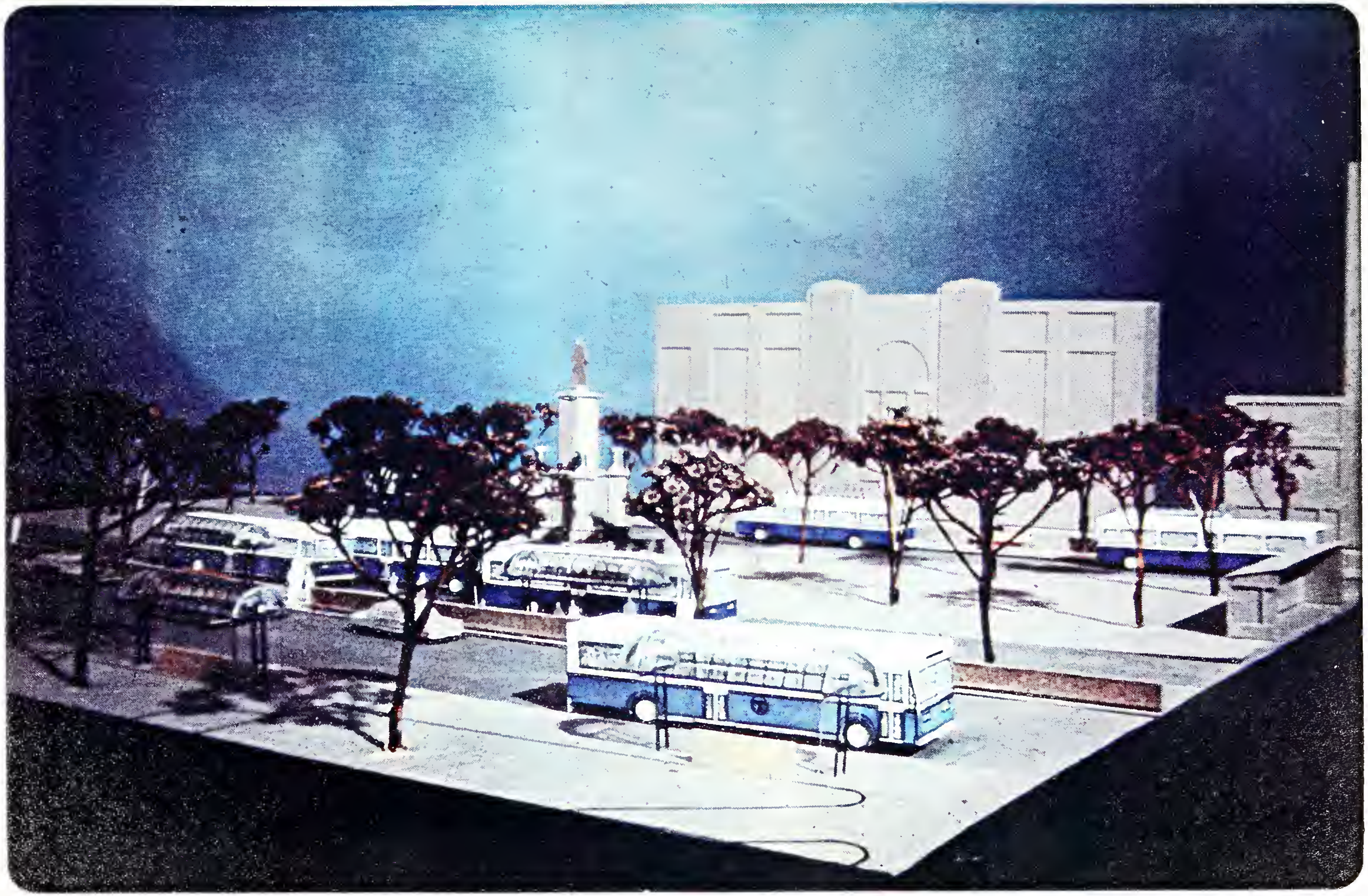
Kennedy Plaza Transit and Pedestrian Improvement Project

WFEM is responsible for planning and architectural design and shares responsibility for urban design of the Kennedy Plaza Transit and Pedestrian Improvement Project in Downtown Providence, Rhode Island. Kennedy Plaza is the principal open space in the central business district, located adjacent to the financial and retail districts at City Hall and Union Railroad Station. The State Capital District and a proposed new office center development are located immediately to the north of the Plaza, and Brown University and the Rhode Island School of Design are nearby.

The project involves the relocation and construction of a central bus terminal for the Rhode Island Public Transit Authority, serving the entire city and much of the state. In conjunction with the bus terminal improvements, the project will also create an auto restricted zone which will reduce the flow of vehicular traffic through the plaza and increase the area devoted to pedestrian use. The project will provide connections to an existing pedestrian area at Westminster Mall, one block away.

The Plaza will be the principal pedestrian movement corridor between downtown Providence and the future Capital Center development which will increase the city's office space by one-third over the next 10 years. The location of pedestrian routes and the activities along them have been carefully studied as part of the Kennedy Plaza Project. New landscaping, signage systems and passenger information and shelters will be part of the design for the plaza. The designers have worked with a task force of abuttors, downtown merchants and transit users as well as city and state agencies in identifying problems and preparing solutions. WFEM, with other project consultants, has conducted analysis and prepared a design criteria document to guide work on design development.

View looking north toward Union Station



MONASTERY HILL PLANNING STUDY

WFEM was retained by the Boston Redevelopment Authority to assist the Monastery Hill Task Force in generating and evaluating reuse schemes for the site of the St. Gabriel's Monastery. Monastery Hill, one of Boston's highest hills, is located in the Allston-Brighton neighborhood. St. Gabriel's fourteen acre site has been largely maintained as open meadows and woods. In addition to the Monastery, the hill is the location of St. Elizabeth's Hospital, Brighton High School, the U.S. Public Health Hospital, the Hahnemann Hospital, and the 648 unit Fidelis Way public housing project.

When changing priorities led the Passionist Fathers to consider sale of the property, developers were immediately attracted by its size, location, and magnificent views of the Boston Basin and downtown Boston. Residents of the neighborhood and representatives of the numerous institutions adjacent to the site raised questions about the impending sale, and the type and density of proposed development. These concerns led the City of Boston, through the Boston Redevelopment Authority, to convene the Monastery Hill Task Force to discuss alternative reuses of the site.

During twelve Task Force meetings over a period of five months, WFEM illustrated a range of possible development schemes and their potential open space, transportation, and financial consequences. WFEM also wrote a set of urban design guidelines for development and provided information on the characteristics and proposed plans of the adjacent hospitals.

Following their review of existing conditions and future plans of institutions on Monastery Hill, the Task Force had two major concerns: first, to keep as much open space as possible on the Monastery grounds and; second, to generate funds to rehabilitate the badly deteriorated Fidelis Way housing project.

WFEM generated several residential development packages illustrating the minimum amount of development that would generate sufficient private funds to apply for an Urban Development Action Grant (UDAG) to help rehabilitate Fidelis Way while maintaining the maximum amount of open space. WFEM then analyzed the financial implications of the schemes for the Passionist Order, potential developers, potential buyers or renters, and the City tax roles. This analysis made it possible for the Task Force to weigh the broad consequences of their recommendations.

WFEM's preliminary analyses showed that development of the site for up to 150 dwelling units (including adaptive reuse of existing buildings) would preserve the most valued areas of open space, ensure financially viable development, and generate enough private funds to allow the City to apply for UDAG assistance for Fidelis Way.

MONASTERY HILL
DESIGN GUIDELINES

Major circulatory pathways should be overlooked fro
residential buildings for security and safety reaso
The major pathways should be barrier-free, while se
dary pathways may be more challenging.

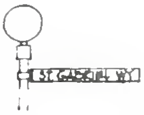
The Monastery site and Fidelis Way should be exten-
sively landscaped New trees, bushes and flower be
should be planted along the pedestrian network Sh
trees should be planted at sitting areas, in parkin
lots, at building entrances, in the semi-private ou
door areas of each building, and at each recreation

Sitewalls of masonry or stone should be utilized at
selected locations throughout the development for
grade changes, and to provide flat areas as a compl
ment to the generally sloping site

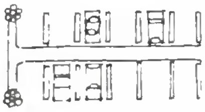
Site Lighting

A hierarchy of lighting should be established which
recognizes the various kinds of open spaces and bui
and their uses.

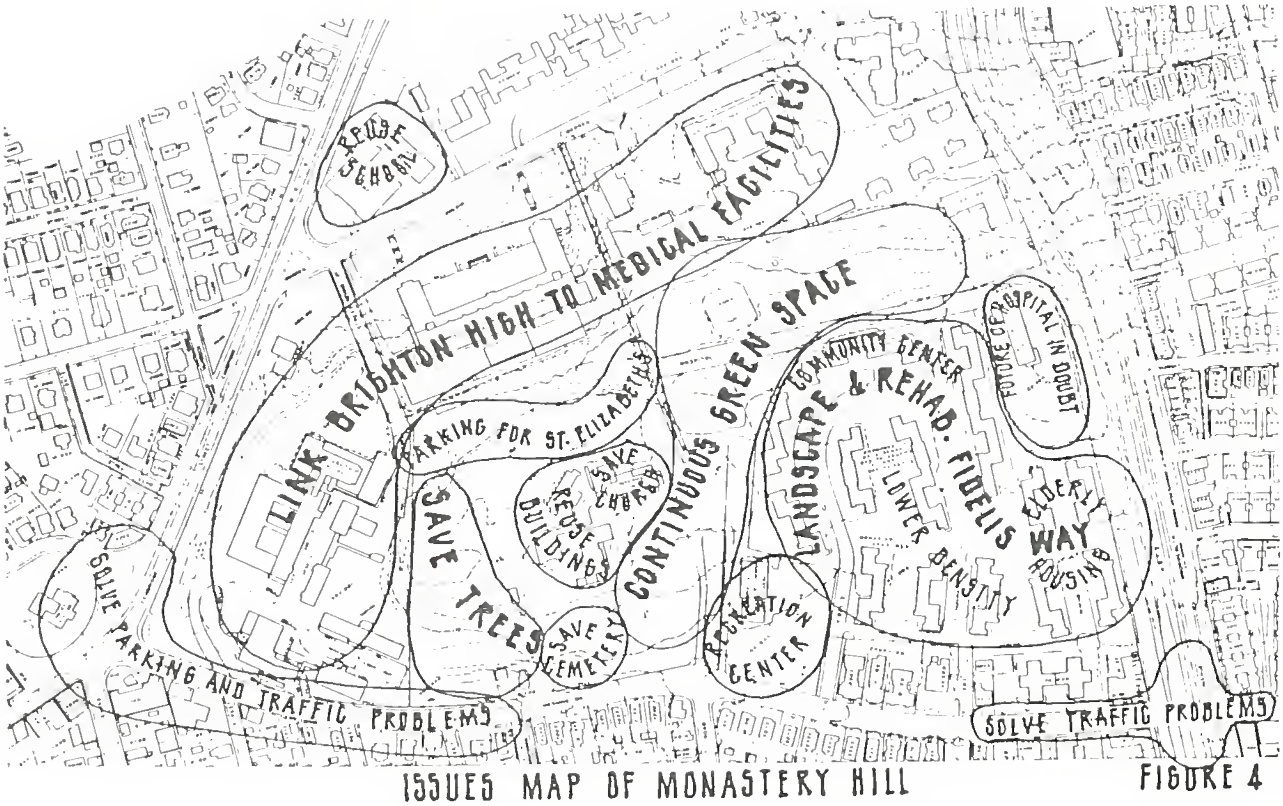
1) Main Road - this road, which connects all parts
the development to city streets, should be lit in a
cordance with current street lighting standards T
lights should be of a design compatible with the re
dential nature of the development. Care should be
in their placement, lens type and color; to minimiz
glare and to shield light from hitting residential
buildings.



2) Side streets and cul-de-sacs - these roads may
lit by lower intensity lamps than along Main Road.
Street names, and other important informational sig
should be adequately lit by street lighting.

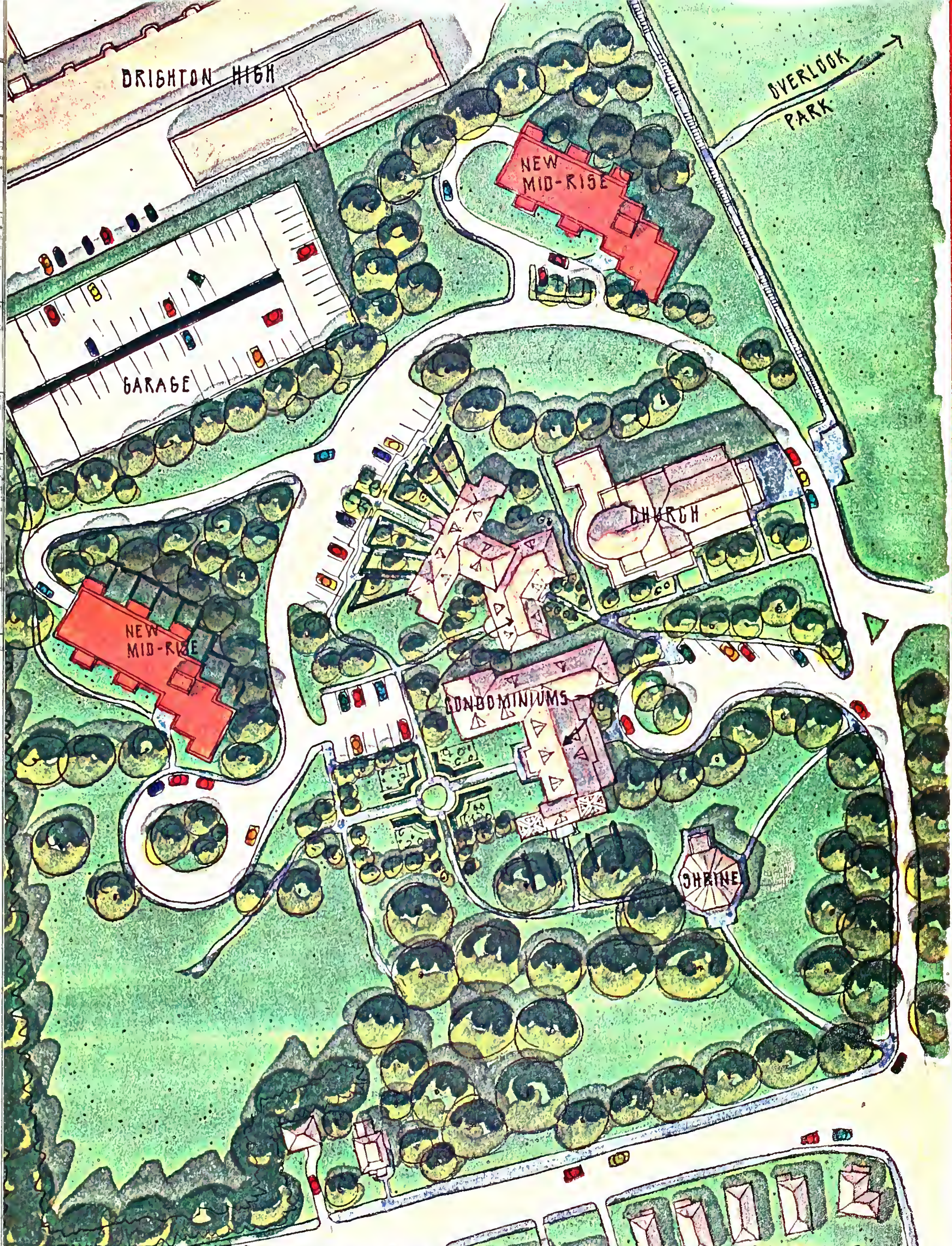


3) Parking areas - clusters of low intensity lamps
produce even coverage without glare should be used
these areas.



ISSUES MAP OF MONASTERY HILL

FIGURE 4



TWO MID-RISE ALTERNATIVE

FIGURE 9

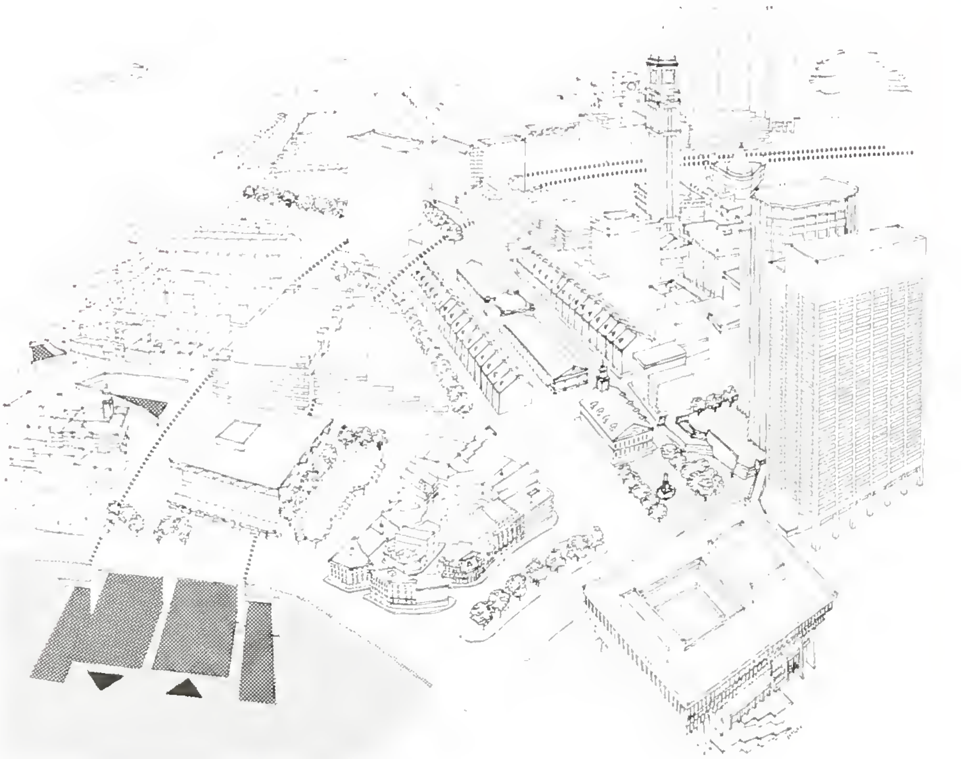
entral Artery Depression easibility Study

ston Redelopment Authority

The idea of reconstructing Boston's elevated Central Artery below its present alignment, and at the same time providing an underground rail connection between North and South Station, was first explored during the Boston Transportation Planning Review. The Central Artery Depression Feasability Study made a preliminary assessment of the engineering implications and environmental impacts of alternative approaches to reconstructing downtown Boston's major expressway.

WFEM assisted the Boston Redevelopment Authority in programming and conducting the study. The firm reviewed and critiqued the full range of BRA staff work to ensure conformity with environmental impact review regulations; took an active role in staff tasks, including alignment studies and community liaison efforts. WFEM also performed related studies of urban design, air rights, and joint development proposals and evaluated the historic, cultural, and aesthetic impacts of alternative schemes.

In the light of citizen participation, the study explored the following questions about depressing the Central Artery: whether the transportation, economic, social, and aesthetic benefits which would result would be worth the high dollar cost; whether traffic disruption could be held to acceptable levels during reconstruction; and how the improved highway facility affects other proposed expressway and transit projects in the area.



tudy for Surface of Depressed Artery

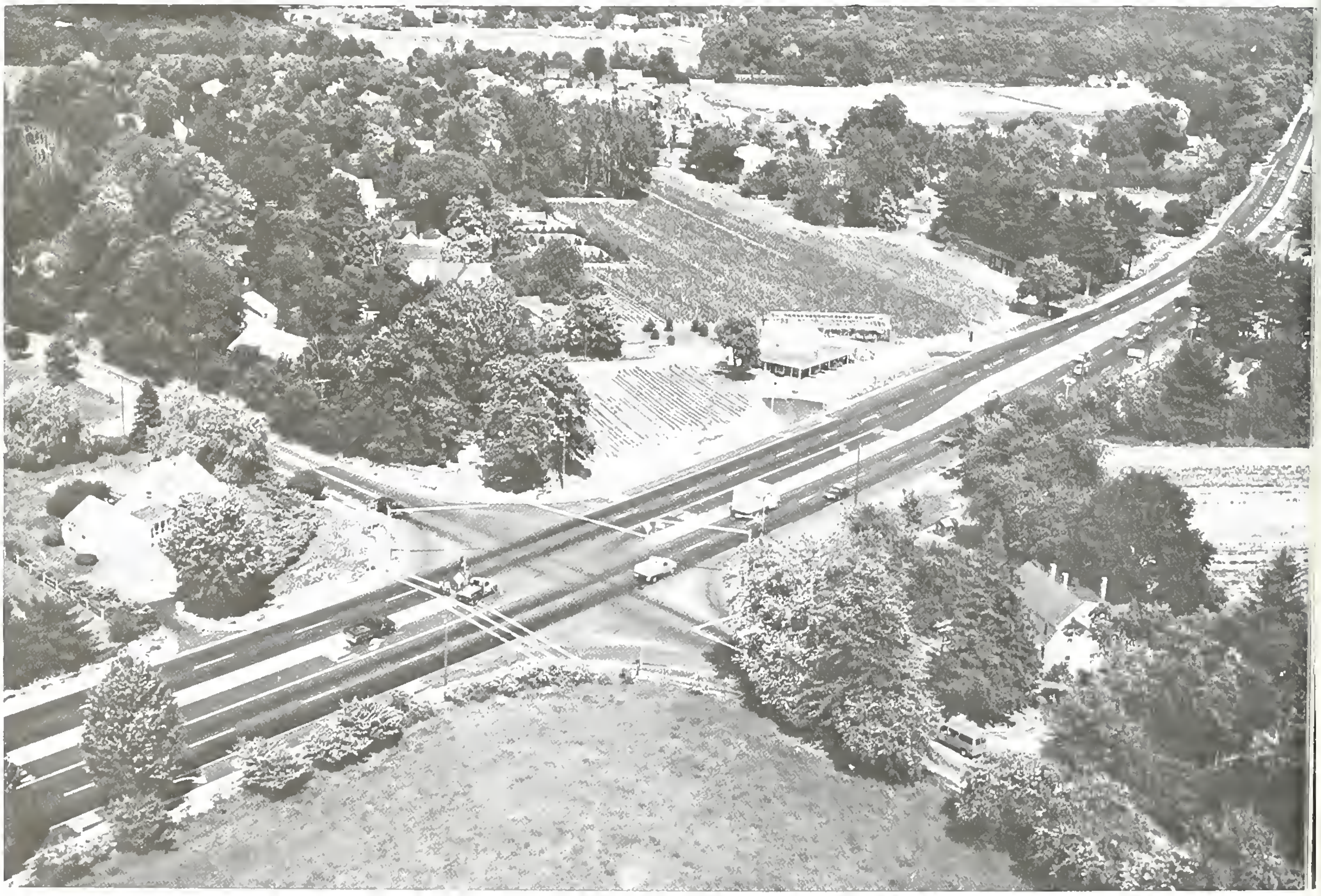
Route 2 Final Environmental Impact Statement

Massachusetts Department of Public Works

The Route 2 Final Environmental Impact Statement developed and analyzed alternative highway alignments for an 11 mile section of Rte. 2 through Concord, Lincoln, and Lexington, Massachusetts. This semi-rural corridor contains many properties of historic and cultural significance listed in the National Register of Historic Places, including Minute Man National Historical Park and Walden Pond Reservation, as well as many conservation and open space areas.

As a member of the consultant team headed by Howard, Needles, Tammen, and Bergendoff, WFEM shared responsibilit for community liaison and citizen participation. The firm was directly responsible for preparing an inventory of ope space, conservation lands, historic and cultural resources and future plans for their use; evaluating the impacts of the construction and operation of the alternatives on thes resources and plans; evaluating aesthetic impacts; preparing Section 4(f) and 106 Review Statements for twelve affected properties; and developed measures to minimize adverse effects on impacted properties.

Route 2 at Sudbury Road showing historically significant properties

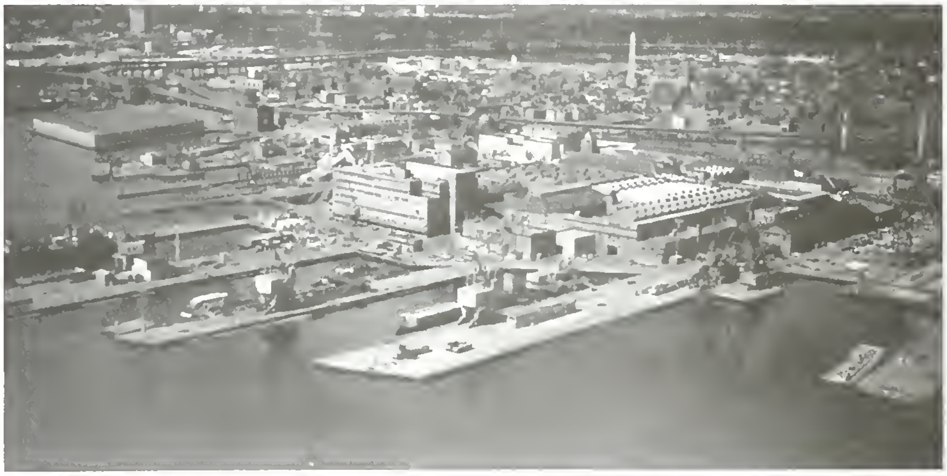


oston Naval Shipyard and Use and Transportation tudy

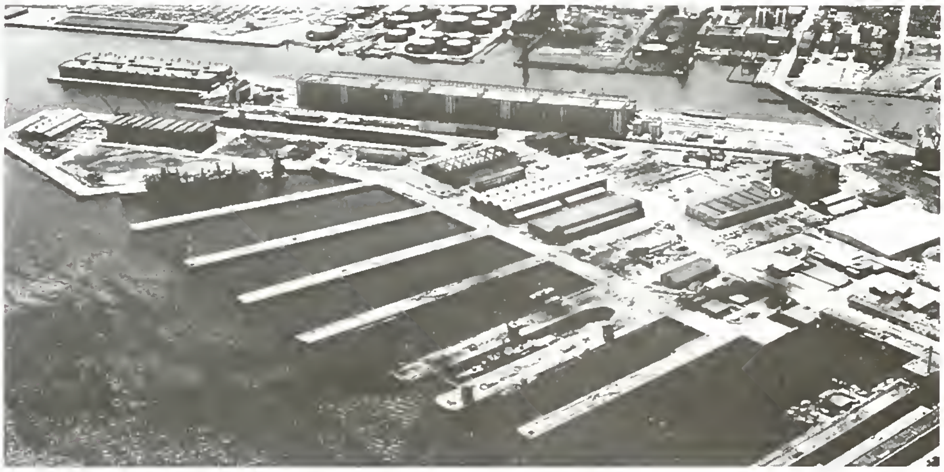
conomic Development and Industrial
ommision
oston Redevelopment Authority

The Boston Naval Shipyard at Charlestown and the South Boston Naval Annex were decommissioned and declared excess in 1974 by the Department of Defense. The Land Use and Transportation Study determined re-use alternatives offered by this opportunity for the redevelopment of these two sites. WFEM managed the study, which consisted of an assessment of the physical and financial suitability of existing facilities for re-use or demolition; proposals for land uses and assessment of their marketing viability; and an analysis of, and recommendations for, transportation and access problems of the two sites.

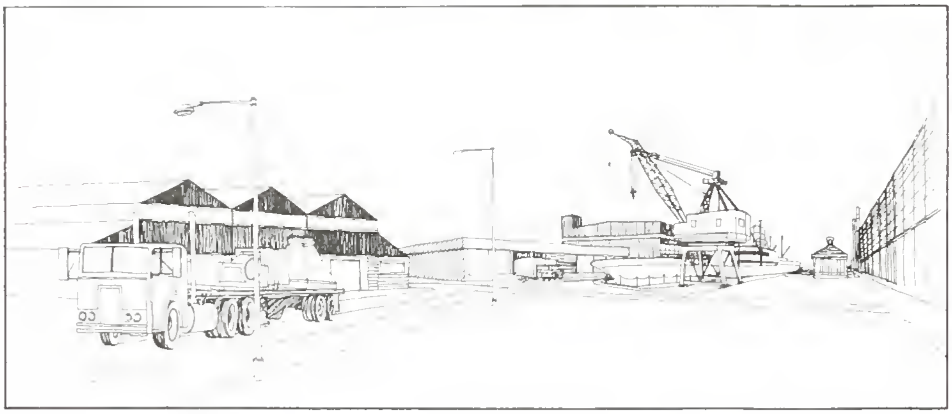
Special consideration was given to the potential of alternative land uses for the replacement of job opportunities lost in the closing of the base, for new waterfront access, for enhanced port development, for the improvement of quality of life for abutting neighborhoods and for the re-use of the historically valued buildings compatible with their architectural significance.



oston Naval Shipyard at Charlestown

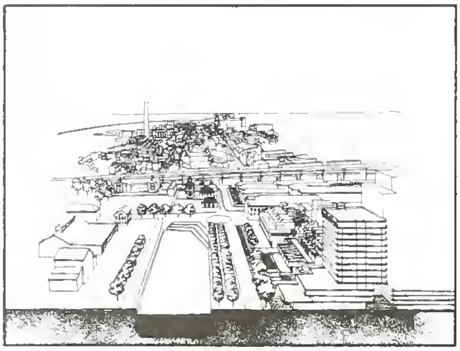


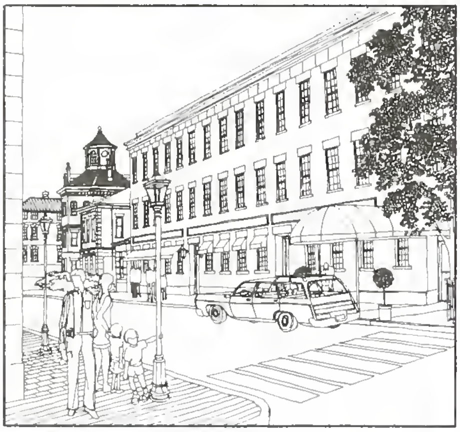
South Boston Naval Annex



Boston Naval Shipyard Land Use and Transportation Study

Land use determinations were influenced by the industrial character of the Shipyards, the surrounding communities, and the location of the National Historical Park Site on part of the Shipyard in Charlestown. The compatibility of proposed industrial uses and other new uses, including historical attractions, hotel, retail and housing, was a major concern of the study; and the environmental impacts of these uses on each other and on the adjacent communities were assessed.





Boston Naval Shipyard at Charlestown

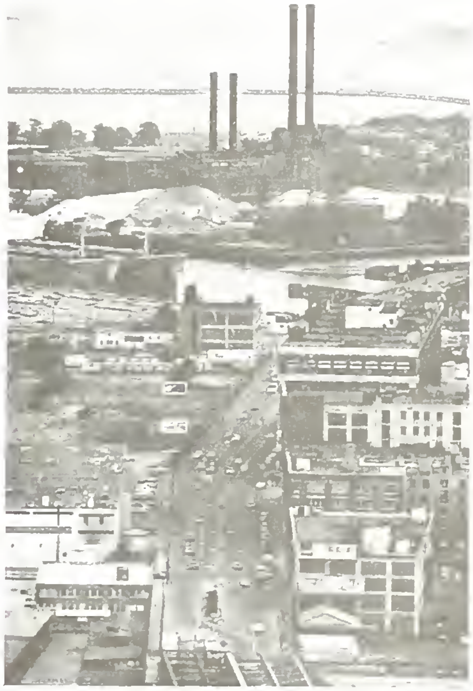
South Boston Naval Annex

Seaport Access Road Draft Environmental Impact Statement

Massachusetts Port Authority
Boston Redevelopment Authority

WFEM is co-manager with Fay, Spofford & Thorndike, Inc. of a 10-month study to prepare designs and a draft environmental impact statement for a roadway to service the potential development needs of the seaport area of South Boston. The purpose of the Seaport Access Road is two-fold: to improve truck access from the regional highways to the industrial areas of South Boston, and to keep trucks which are not making local deliveries off residential streets. Over 10,000 trucks enter or leave the South Boston peninsula daily, creating a significant problem for the area.

South Boston contains large parcels of undeveloped land with industrial and seaport potential; however, inadequate truck access hampers development of such land and poses truck related problems to the residential community. The existing truck route uses local streets, many of which are residential. Because this truck route is poorly marked and difficult to negotiate, many truckers disregard it and travel on other residential streets. This situation results in safety hazards in the community as well as environmental and physical deterioration.

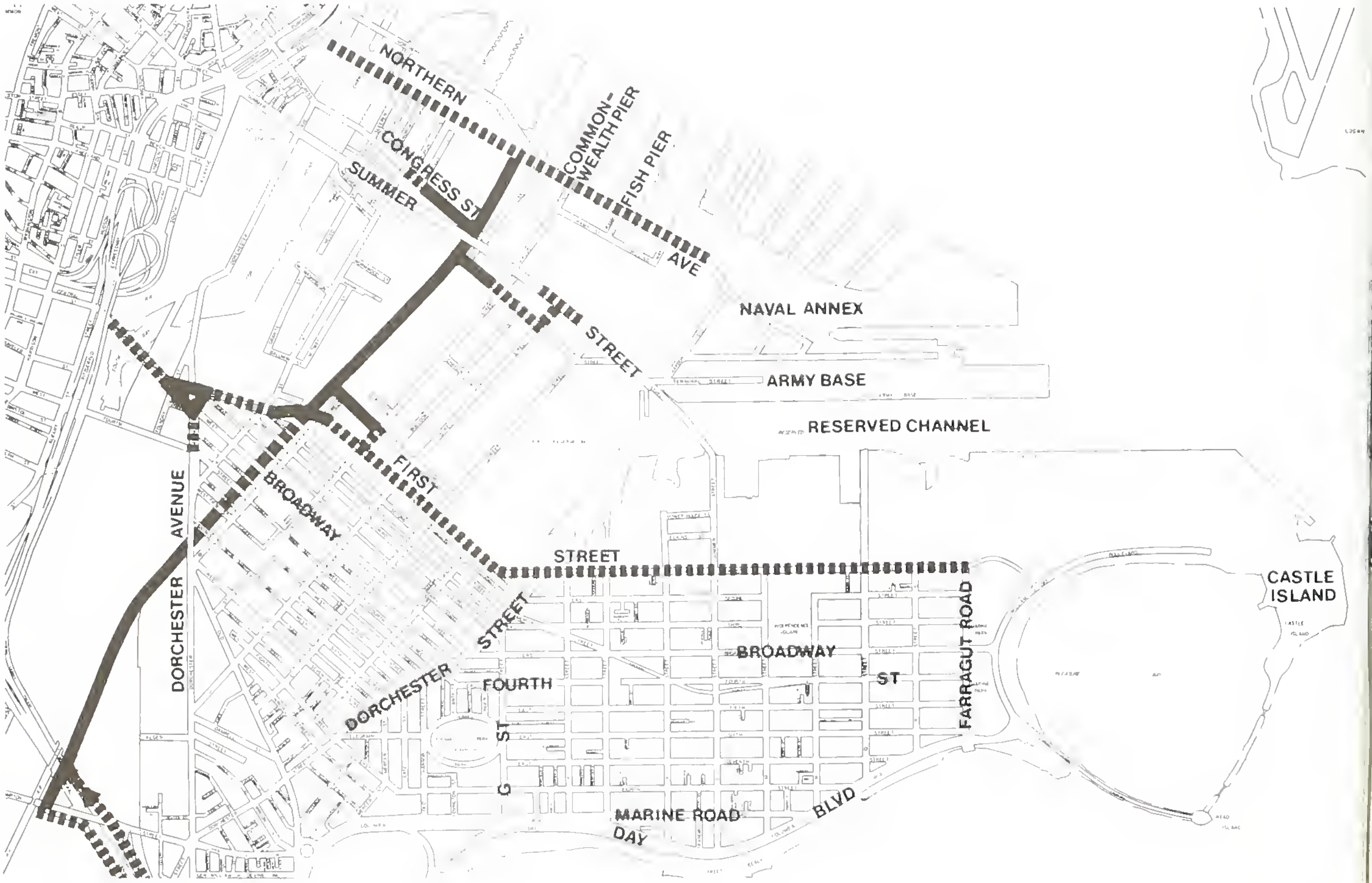


The present truck route uses local residential and commercial streets. This slows the transport of goods to and from the seaport and South Boston's industrial section. This study is examining the access needs of the community and of present and potential industry. Among alternative sites for the access road is the railroad right-of-way.

Heavy trucks on residential streets pose a danger to children and other residents and conflict with residential activities. South Boston residents and community groups urged that an environmental impact study be undertaken to explore new truck access routes.

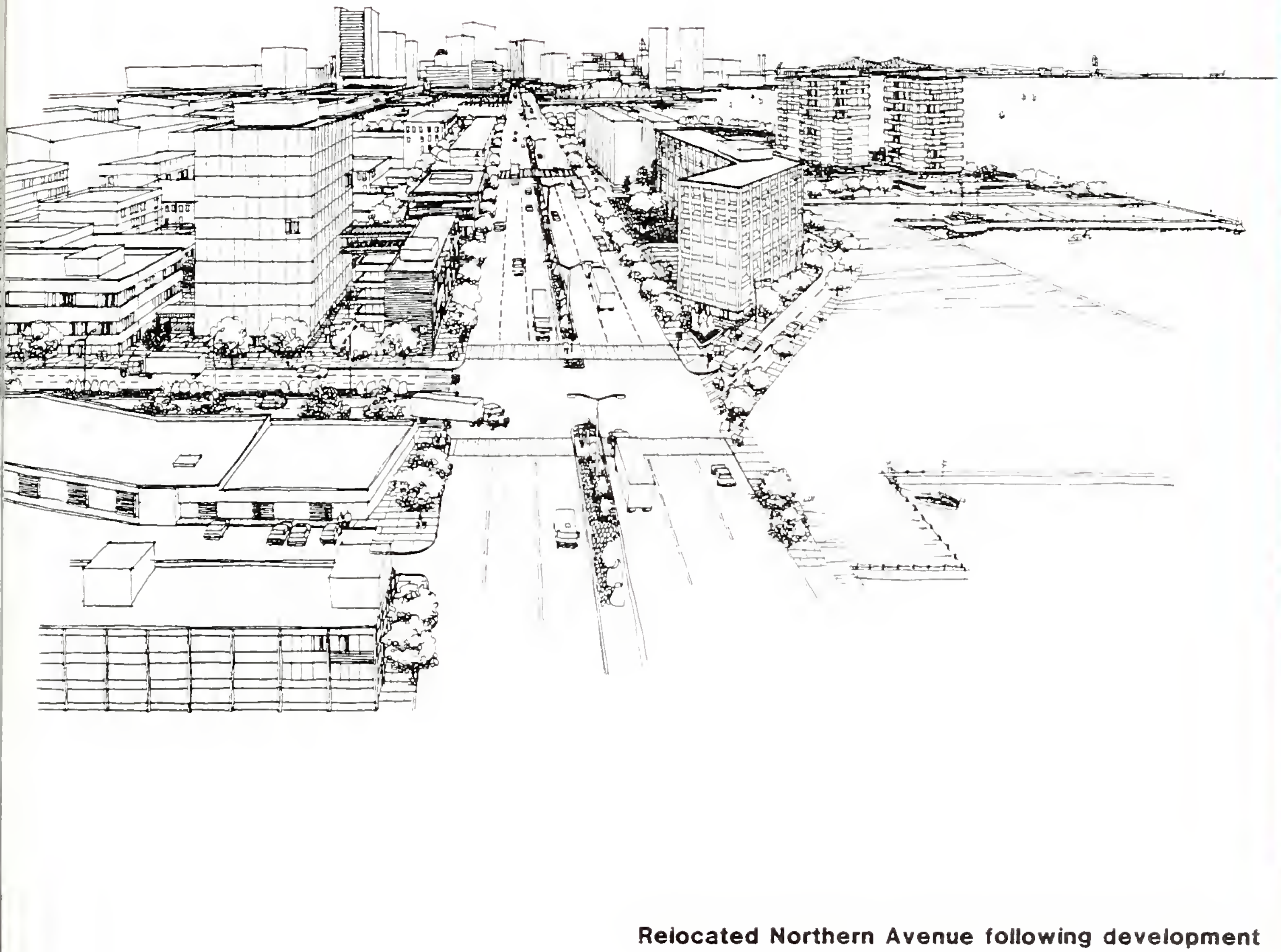
Seaport Access Road Draft Environmental Impact Statement

WFEM is responsible for the overall environmental impact assessment, including community liaison, land use inventory, determination of economic, social, and physical impacts, and urban design. As manager of the community liaison program, WFEM is holding a series of public information meetings and is emphasizing community input to the design and evaluation of alternatives. This input throughout the study is to ensure mutual acceptance of alternatives by both the residential and industrial/commercial communities.



▲
Alternative 4, Railroad Cut Connector: one of six alternative truck access routes examined for environmental and social impacts, cost and feasibility. Solid black lines indicate new construction; broken lines, existing roads.

►
View of South Boston study area looking east along Summer Street. Heavy industrial areas are located adjacent to residential community.



Relocated Northern Avenue following development

Future Northern Avenue streetscape

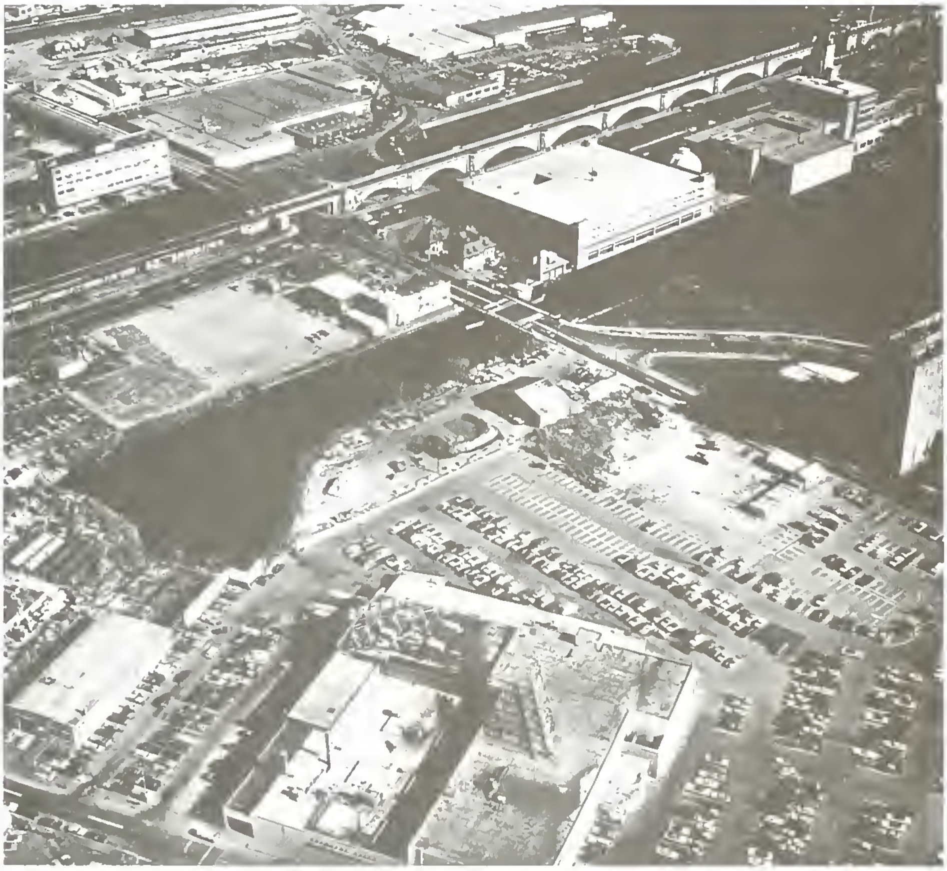
echmere Canal and riangle rea Development Project nvironmental Clearance

roposed public improvements nclude new waterfront open space, leaning and restoration of the canal, ew waterfront parks, and open space alkways which link project elements. Other public improvements include historic preservation, relocation of a major rapid transit station, roadway improvements and parking garages. Private development planned includes a major retail center, housing for 1800 new residents and major new office and hotel space. Coordinated public and private investment of this type would result in new jobs, tax base increases, and major additions to the area's parks.

In this study WFEM was reponsible for community liaison, analysis of social, economic and land use impacts, urban design analysis, impacts on open space, recreation, historic and archeological resources, recommending measures to minimize harm to the environment, and assistance with environmental clearance requirements of four Federal and State agencies.

bove. Proposed public improvements in he Lechmere area focus on cleaning nd restoring a neglected amenity, the ld Lechmere Canal

ight. The Lechmere Canal and Triangle Area is currently occupied by vacant or nderutilized industrial buildings, open arking areas, and vacant land. A maximum of 27 businesses would be elocated in the nearby Kendall Square Urban Renewal Area. The largest commercial activities, a discount store and a hotel, would be expanded. Letters of support and commitment to the City's plans have been received by the City rom the major landowners in the area



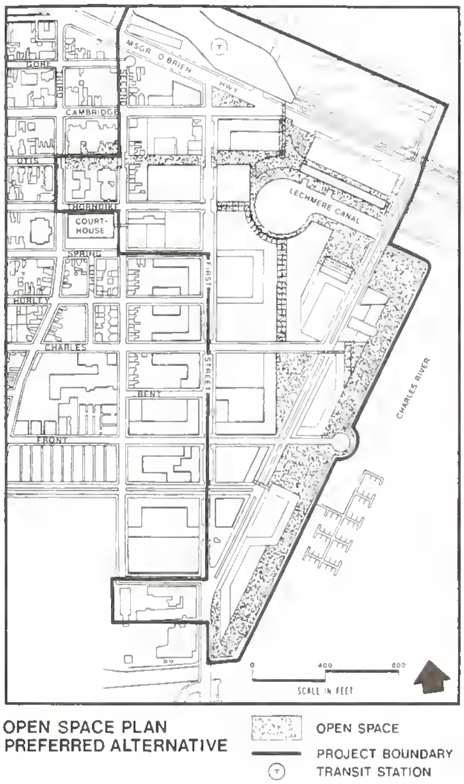
The consultants worked together with the MBTA in developing plans for relocation of the MBTA's Lechmere rapid transit station. The station currently is the erminus for the Green Line rapid transit and four bus lines. Transit station relocation would achieve a safer bus circulation loop and pedestrian transfers. It would also remove the street cars and buses from a hazardous intersection

Lechmere Canal and Triangle Area Development Project Environmental Clearance

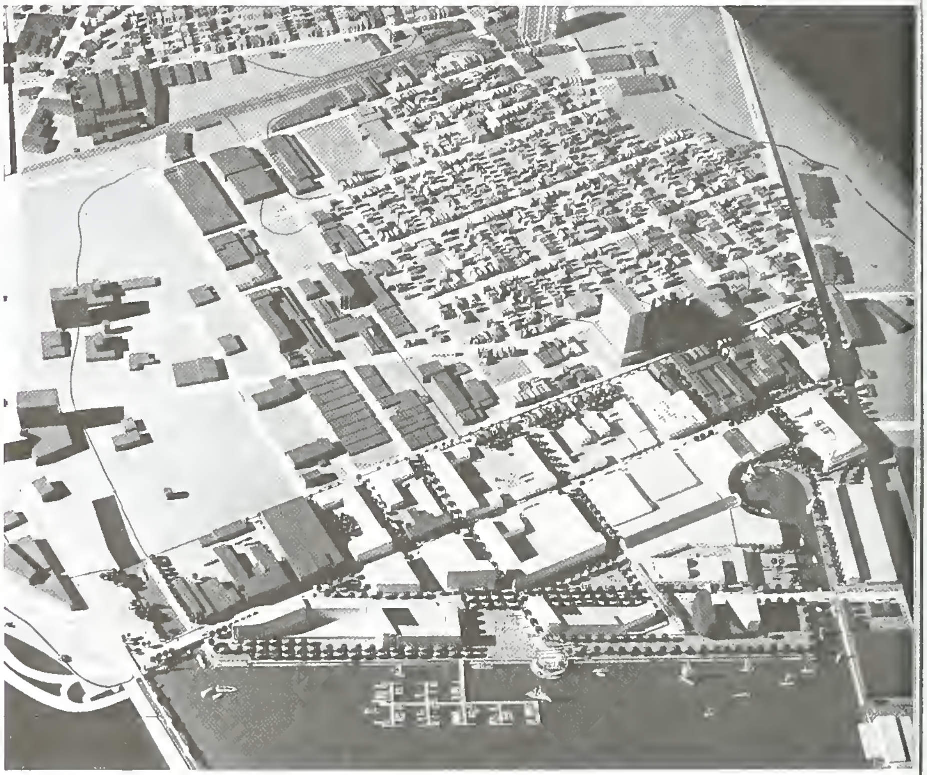
Cambridge Community Development Department

WFEM and Fay, Spofford & Throndike, Inc., engineers, prepared environmental documentation for review and clearance of an Urban Development Action Grant (UDAG) application submitted to the U.S. Department of Housing and Urban Development by the Cambridge, Massachusetts, Community Development Department.

Cambridge's UDAG application is for federal funds to finance public improvements and encourage private investments in a 36-acre development. The area, currently underutilized anc somewhat rundown, is adjacent to th Kendall Square Urban Renewal Project site. An urban design schem re-emphasizes the neglected ameniti of East Cambridge, including an old canal, the Charles River, an abundance of historically significant buildings and proximity to Boston. The City, with expected UDAG help, leading a coordinated public and private investment program for the area.

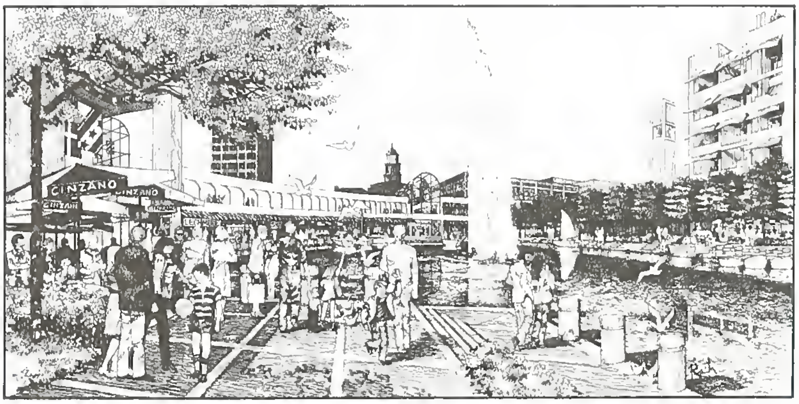


Above: Major additions to the area's open space system are among the anticipated benefits of the development project.



Above: An urban design scheme was prepared by the Cambridge Community Development Department for the Lechmere Canal and Triangle Area. The development project proposes to coordinate public and private activities a 36-acre development area in the northeastern section of the City. Feder UDAG funds are being sought to finan public improvements.

New commercial, residential, and recreational activities focusing on a cleaned and restored Lechmere Canal are proposed in the project. Arcades would connect the new development areas with each other as well as with the existing historic resources, most notably the Bulfinch building seen in the background of this sketch.

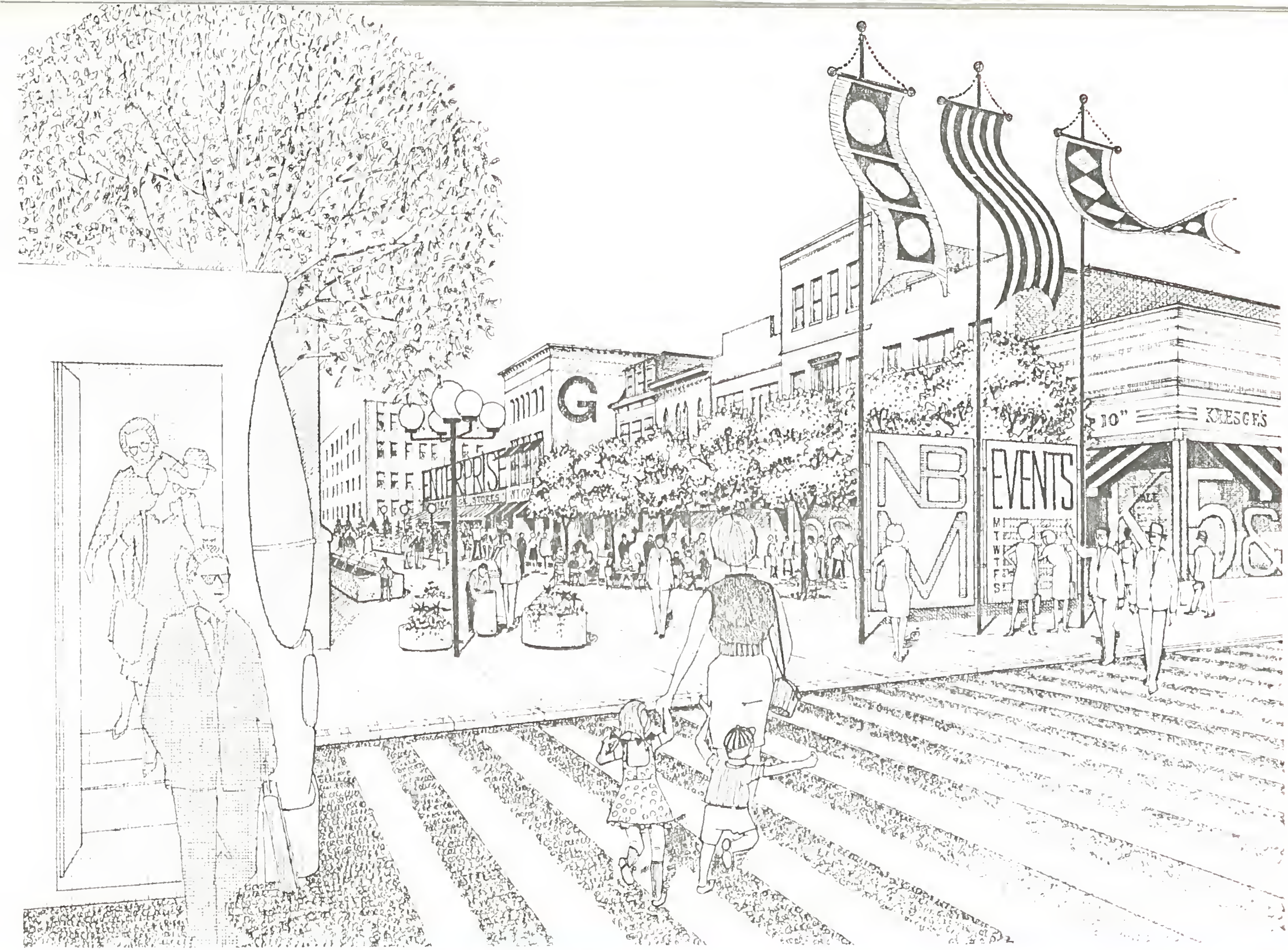


Urban Design Services

New Bedford Redevelopment Authority

WFEM has provided urban design services to New Bedford Redevelopment Authority for over ten years. The firm prepared the original urban design study of the 85 acre South Terminal Urban Renewal Area on New Bedford's Acushnet River Waterfront. Based on this study, WFEM wrote design regulations for the South Terminal area which have guided subsequent redevelopment there.

WFEM continues to provide Redeveloper proposal design review services in both the South Terminal and the West End Urban Renewal Areas for the Authority.



Wallace, Floyd, Ellenzweig, Moore, Inc. Design Study of Pedestrian Mall for New Bedford, MA View Looking North

avis–Alewife unnel Cover andscape Design
BTA

WFEM is providing landscape design and contract documents for the development of a linear park over the Davis Square-to-Alewife tunnel on the MBTA's Red Line Extension Northwest, which is currently under construction.

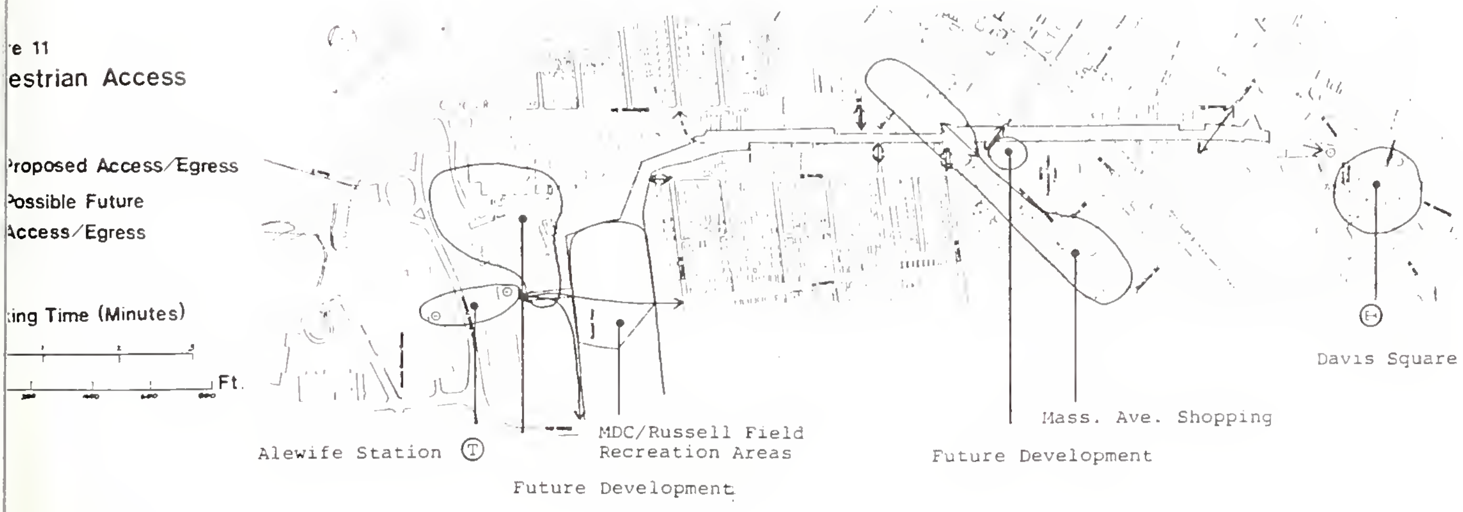
The site is a freight railroad right-of-way extending from the MBTA Davis Square Station in Somerville to Alewife Station/Garage in northwest Cambridge, a distance of over one mile. Rail service will be discontinued permanently after the MBTA transit tunnel is constructed. The right-of-way is bordered by neighborhoods, industrial land, the site of a commercial redevelopment project proposed by the City of Cambridge, and a private planned unit development site. The linear park will form a major link in the open space network focussing on Alewife Station/Garage.

The linear park will offer opportunities for passive recreation as well as jogging and bicycling. Besides providing pedestrian access to Alewife Station, it will accommodate residents walking to and from shopping areas at Massachusetts Avenue and Davis Square, and to Russell Field, an athletic field that will become a neighborhood playground following Red Line construction. One of these three foci, the Massachusetts Avenue crossing, includes an MBTA-owned parcel adjacent to the right-of-way, which the City of Cambridge plans to develop as a neighborhood commercial center; the linear park design will be integrated with this development.

The major design objectives for the tunnel cover park are to provide security, low maintenance and an environment which will accommodate diverse user groups without conflict or inconvenience to abutters.

WFEM is working with the Cambridge Community Development Department and with the community to plan the park and to identify design criteria. The design will be developed with community input from the Alewife Task Force, North Cambridge residents and Davis Square Task Force.

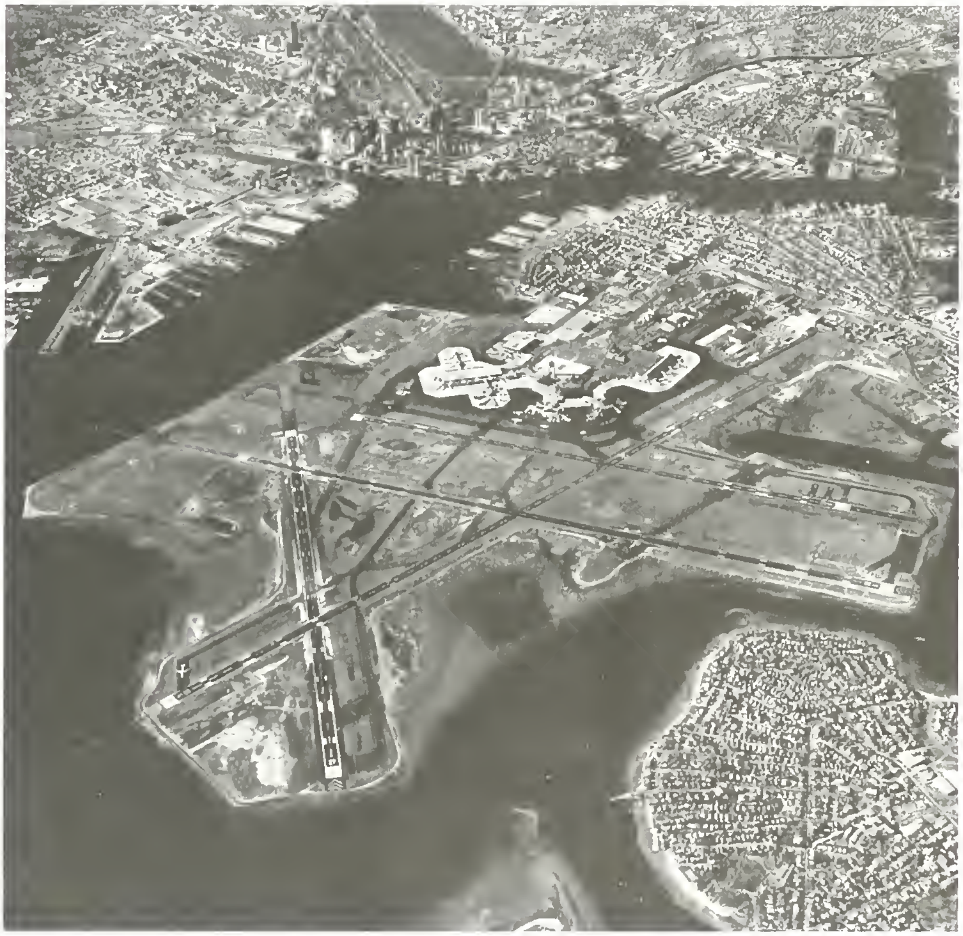
e 11
estrian Access



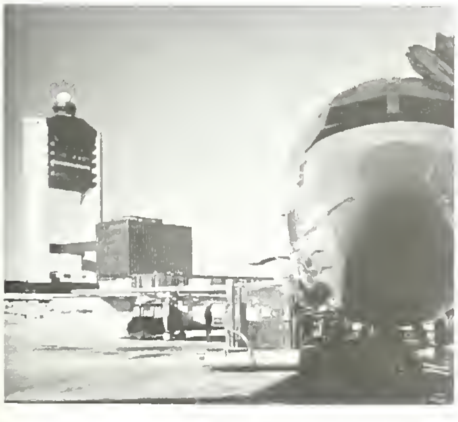
Logan International Airport Land Use Master Plan

Massachusetts Port Authority

The Massachusetts Port Authority (Massport) selected the joint venture of Wallace, Floyd, Ellenzweig, Moore, Inc /Griffith Associates, Inc (WFEM/GA) to prepare the Logan Airport Land Use Master Plan: a land use and ground transportation development plan for the nation's eleventh busiest airport The plan will guide future actions to improve presently congested areas, to reduce siting conflicts, and to provide facilities for forecasted increases in passenger and cargo volumes for the year 2000 that are more than double those of today In addition, WFEM/GA is responsible for the integration and final presentation of four related studies passenger demand and airport capacity forecasts, airfield improvements; ground transportation forecasts, and, an environmental impact study on proposals for development of the eighty-acre Bird Island Flats landfill area at the southern edge of the airport



The Land Use Master Plan for Logan International Airport at Boston is a two-year study to guide future airport-related development to accommodate projected passenger and cargo demands through the year 2000

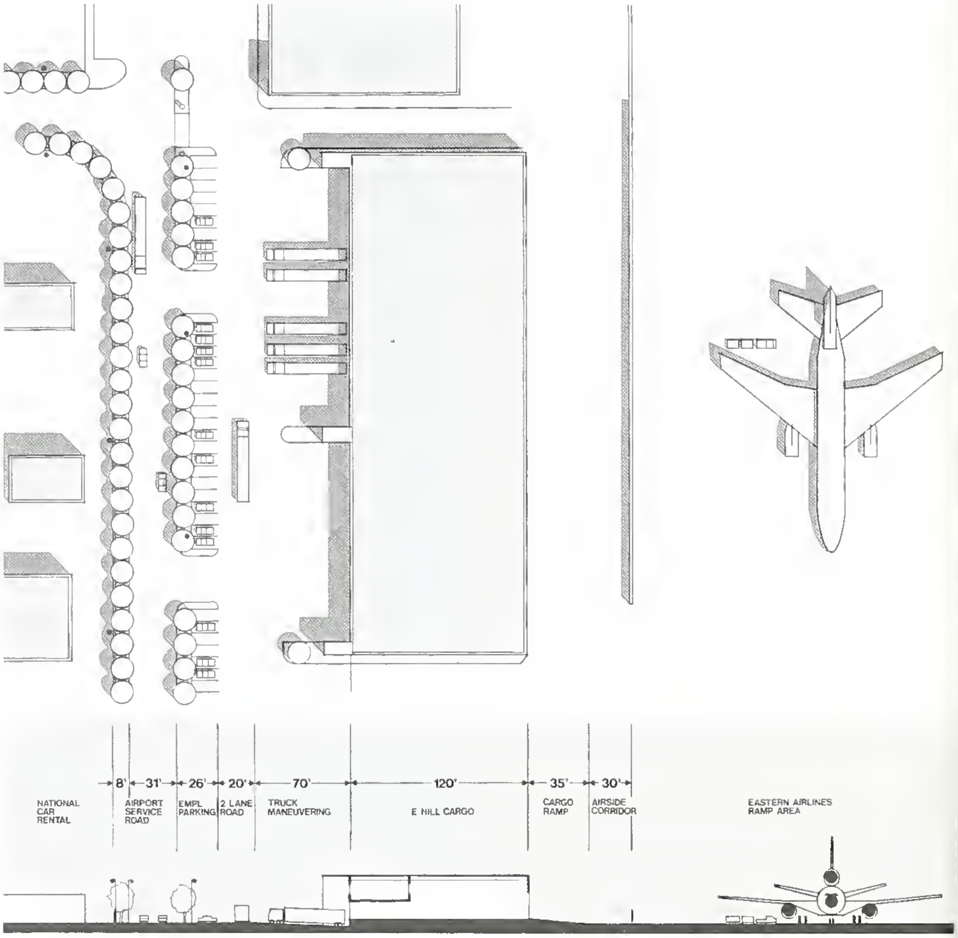


Logan International Airport is the eleventh busiest airport in the nation It functions both as a large terminal station for domestic flights and as a springboard for many foreign air routes

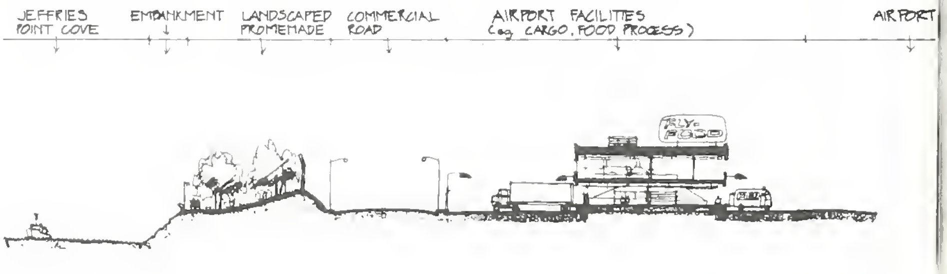
Logan Airport comprises 2200 acres of land in East Boston, only 2.5 miles from Boston's central business district Its proximity to downtown greatly increases its convenience but also its potential for environmental impact on the densely populated communities that surround it The land available for airfield and airport development is also sharply constrained by Logan's location; it is one of the three most intensively used airports in the country The planning effort was accordingly aimed at carefully utilizing the available land in a manner that provides maximum efficiency while mitigating potential community impacts

During Year One of this two-year study, WFEM/GA successfully developed alternative land use concept plans for the location of major air cargo and airline support facilities The results of this study were presented to the Massport Board in the Logan Airport Land Use Master Plan Year One Report. These plans established a physical framework for improving functional conflicts, circulation and airside-landside interface.

In conjunction with the first year planning, an infrastructure design for Bird Island Flats was developed which included roadway schemes, building modules and utility plans. Several related urban design studies or planning evaluations were also undertaken: a buffer zone between the community and airport, a commuter airline



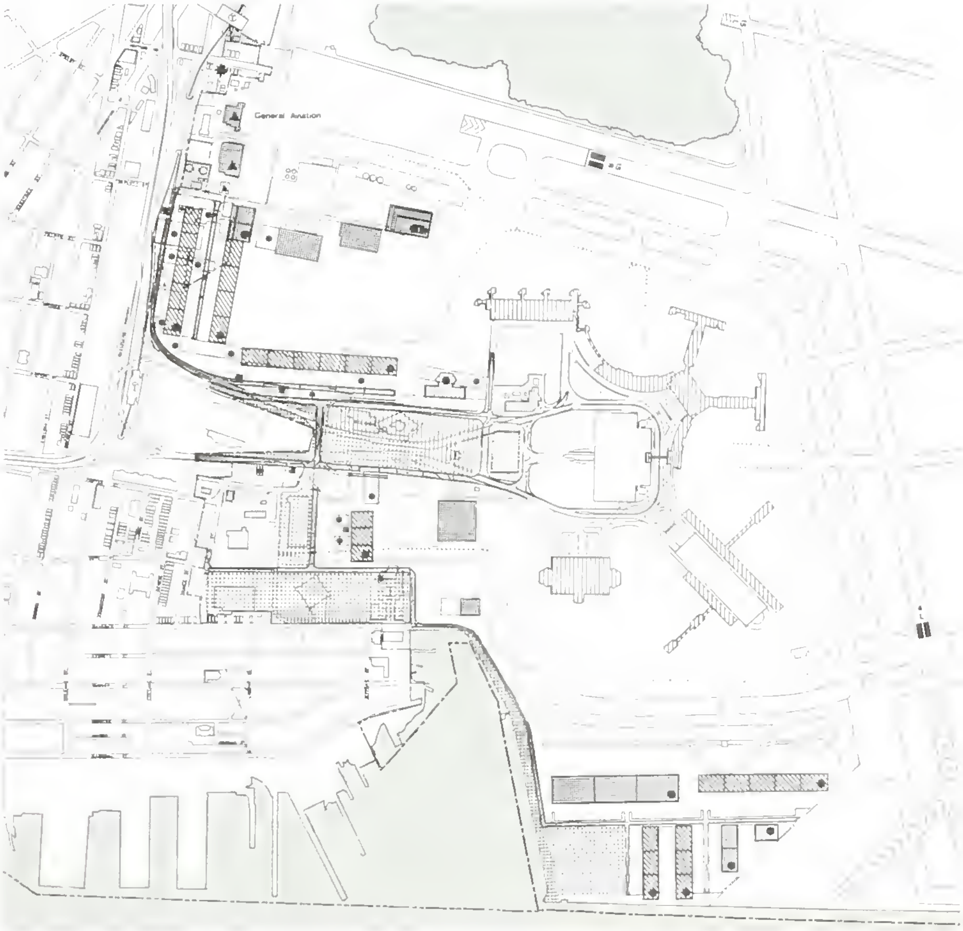
In the course of the study, design guidelines for various airport-related facilities were devised to guide and control future development



To minimize the environmental and visual impacts on the neighboring communities, proposals were made regarding development sensitivity and the establishment of a buffer zone between airport-related development and the community The buffer will be used for recreational purposes as well as acceptable airport-related uses which will screen noise and objectionable views from the community erminal, noise barrier alternatives, and esign guidelines for a proposed air cargo uilding

hrough the Logan Land Use Master Plan, VFEM/GA has recommended policies hich facilitate and support patterns of ind use development and management iat will be responsive to projected pas- enger and cargo volumes In order to ddress airport-wide planning issues, the VFEM/GA team has also considered the impact of such airside related issues as airfield capacity and the probable impact of airline industry deregulation.

During the second year of the study, detailed analyses were made of airport terminals, car rental facilities, air cargo facilities, airline food preparation facilities, passenger and employee parking facilities, and airport emergency services. These analyses focused on aspects such as the capacity of current facilities and their existing operational problems in order to establish design recommendations and thresholds for facilities' development that are keyed to activity levels as well as forecast years



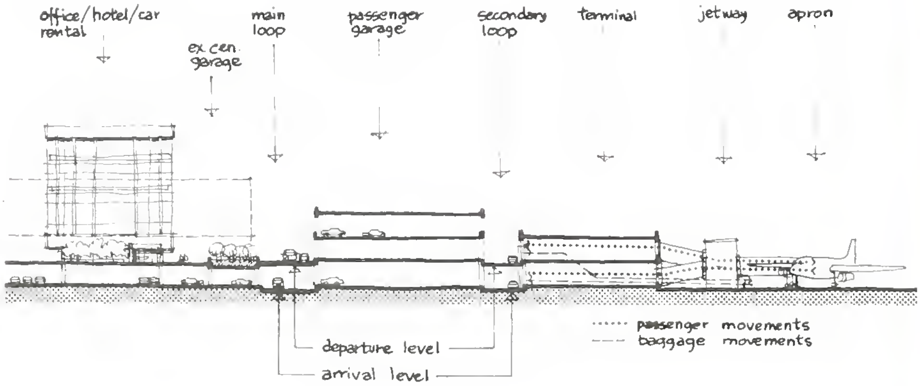
rom three land use concept plan alterna- ves. Massport has selected a split-facility pproach, which locates carriers' cargo aintenance, food preparation and other cilities in relation to their terminal gates

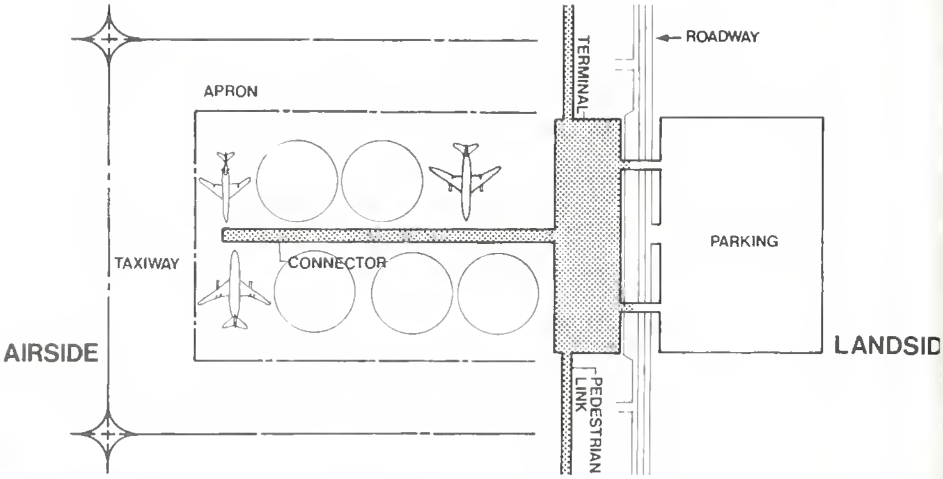
Cargo handling is a major function of Logan Airport It is projected that the handling volume will grow steadily in the future

Based on this analysis and the projected need for additional facilities to accommodate passenger demand forecasts, an airport land use development program was prepared for the year 2000. The Year Two Master Plan also illustrates the spatial distribution of the land use program elements, strategies for the implementation of the plan, and staged development packages.

An integral part of the land use study was the identification of issues, opportunities and problems related to many diverse groups of airport users. Utilizing surveys, interviews, and public meetings, the anticipated needs and interests of passengers, cargo carriers, airlines, and service firms were evaluated. WFEM/GA accommodated these interests to the extent possible within the land use plan. In conjunction with this needs assessment, the study also responded to community concern about the environmental impact of the airport operations.

The Logan Airport Land Use Master Plan provides a framework for action by the Port Authority. The proposed system of infrastructure improvements and zoning for several types of airport related land uses retains flexibility to address future contingencies but will accommodate growth through a series of staged developments and maintain a balance among multiple objectives.





A major component of the Land Use Master Plan study is the terminal facilities at the airport. The adequacy and efficiency of various terminal system components were analysed individually and in relationship to each other. Recommendations range from minor access improvements to redevelopment of some terminal buildings.

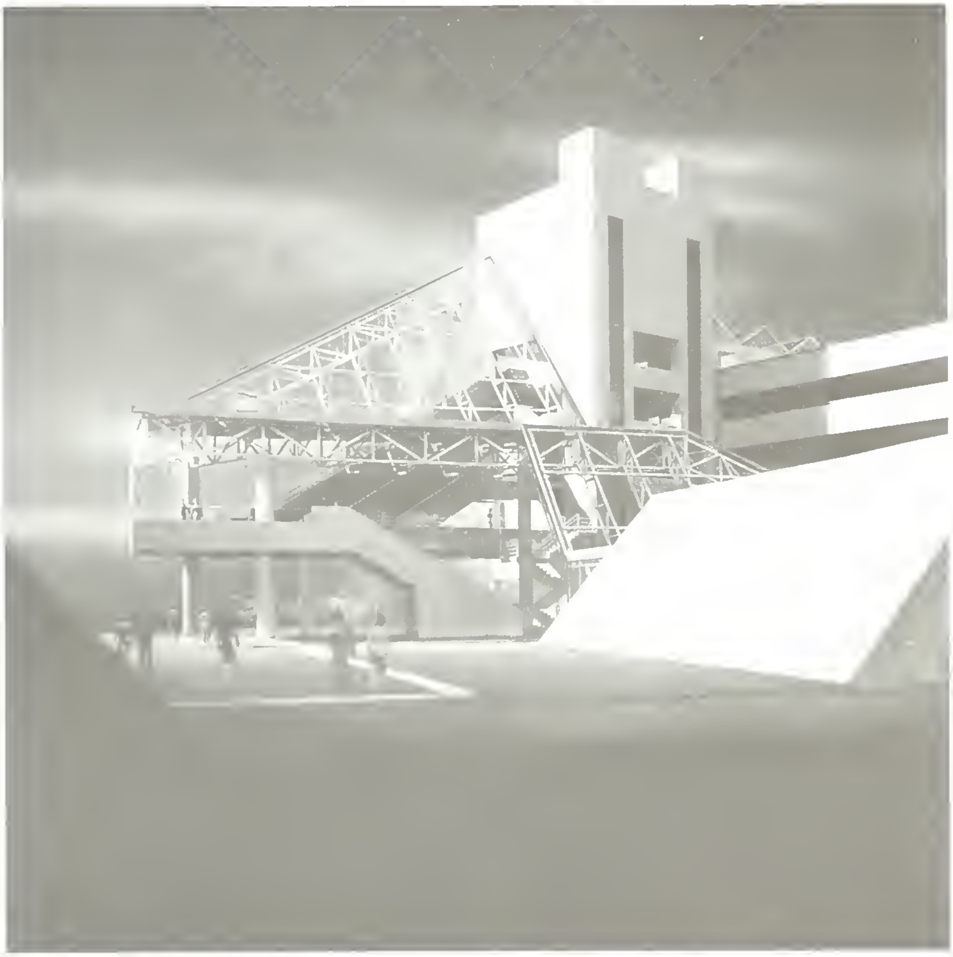
lewife Station/Garage

lassachusetts Bay Transportation uthority

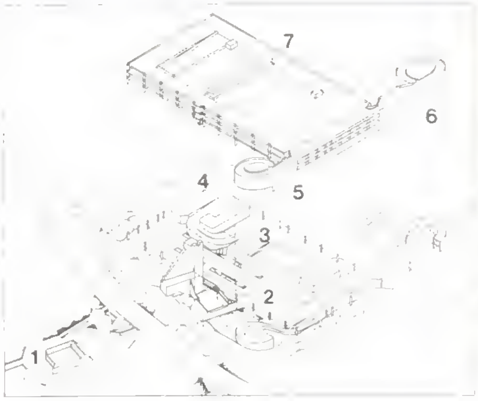
onstruction cost 57,700,000
ompletion date 1983

he Alewife Station/Garage complex, ocated in Cambridge, Massachusetts, vill function as a major intermodal ansfer facility on the Massachusetts ay Transportation Authority Red Line Extension in the northwest corridor of metropolitan Boston. The facility includes: a centerloaded station platform accommodating six subway trains, long-term parking for 2,000 cars, short-term parking for 50 cars, car and taxi passenger drop-off area, a 12-berth bus platform and layover for additional buses, bicycle and pedestrian access, and the support services necessary for a transportation center of this magnitude.

Most commuters will reach and leave the reinforced concrete garage via a roadway link connecting directly to a major highway serving suburban towns to the northwest. This traffic will be absorbed without congestion by two double-helix entrance-exit ramp systems. A separate internal ramp at the south end of the garage will handle traffic from local streets. The subway station itself has an entrance on either side of the Alewife



As pedestrians approach the station from the underpass beneath the parkway they will be able to see the vertical circulation elements which connect the garage floors to the station below



The Alewife Station/Garage is a major interchange for automobile, bus, taxi and subway traffic. WFEM's major design objective was to create a design in which each mode functions simply, efficiently and without conflict with any other mode

LEGEND

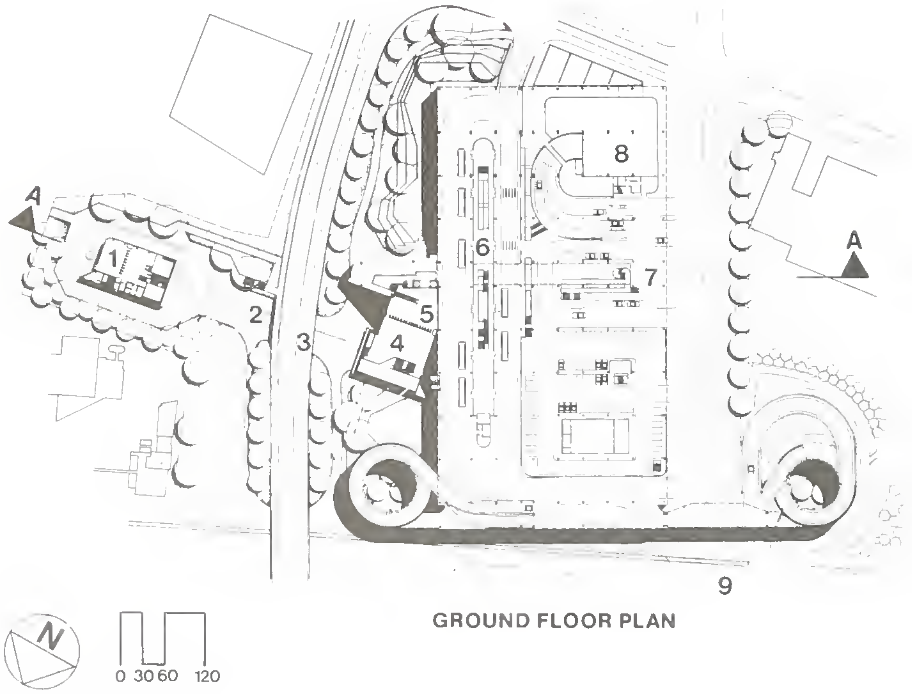
EAST ENTRY	1
BUS PLATFORM	2
DROP-OFF PLATFORM	3
COMMERCIAL SPACE	4
EXIT RAMP	5
ENTRANCE RAMP	6
GARAGE	7

Alewife Station/Garage

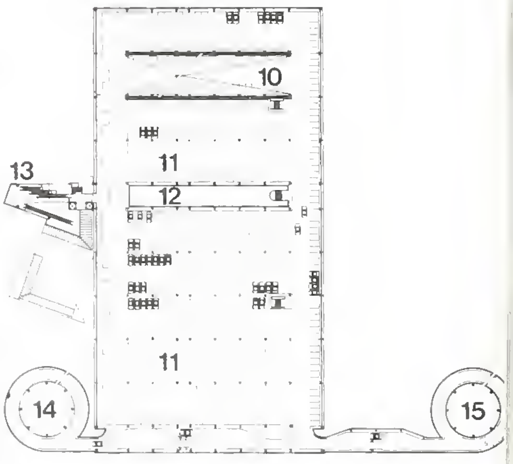
Brook Parkway. The west entrance connects the station via a mezzanine level to the bus platform, passenger drop-off area, and parking garage; its east entrance serves pedestrians from the nearby North Cambridge residential community.

Our commitment was to meet the demands of architectural quality, program requirements, and budget constraints while realizing those criteria of greatest priority to the user: safety, efficiency, clarity of circulation, comfort, and an attractive visual environment. Direct, readily comprehensible, efficient and safe pedestrian circulation throughout the complex was a major design objective in a project of this scale and complexity. Vertical and horizontal circulation converges at the station mezzanine, one level below ground. A concourse connects the mezzanine to the bus platform, walk-in entrance, and passenger drop-off area. Pedestrians need not cross any roadway. The entire complex is accessible to the handicapped via elevators and ramps.

A centrally located skylit interior courtyard in the garage orients patrons to a glass-enclosed elevator-



GROUND FLOOR PLAN



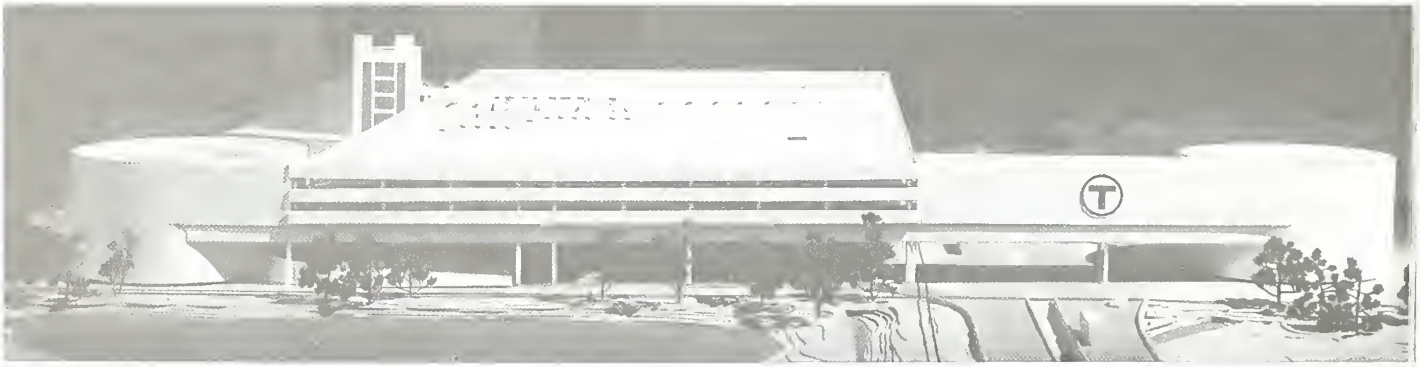
TYPICAL FLOOR PLAN

LEGEND

1 EAST ENTRY
2 SUBWAY PLATFORM (BELOW)
3 ALEWIFE BROOK PARKWAY
4 MEZZANINE
5 CONCOURSE

6 BUS PLATFORM
7 DROP-OFF PLATFORM
8 COMMERCIAL LEASE SPACE
9 NEW ACCESS ROAD
10 RAMP (UP AND DOWN)

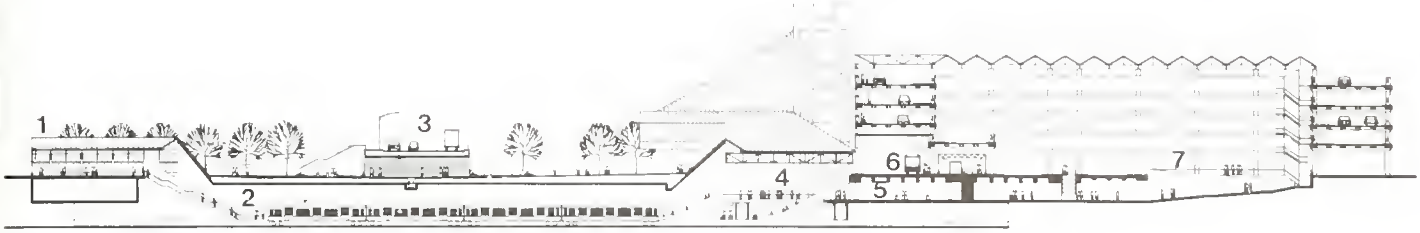
11 PARKING
12 LIGHT SLOT
13 ESCALATORS TO AND FROM PARKING
14 EXIT RAMP
15 ENTRANCE RAMP



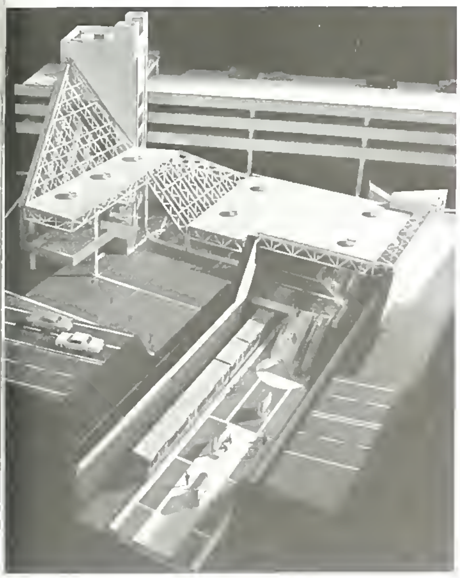
North elevation from access road and highway scalator system connecting to the ubway station mezzanine. From these lass-enclosed escalators users will be ble to see the landscaped areas djacent to the complex, the onnecting highways from which they ame, and the subway station that is heir destination. The use of natural nd artificial light as a strong focus, as vell as color-coding each garage floor nd its connecting escalators, levators and pathways, provides well-defined and visually exciting circulation through the complex.

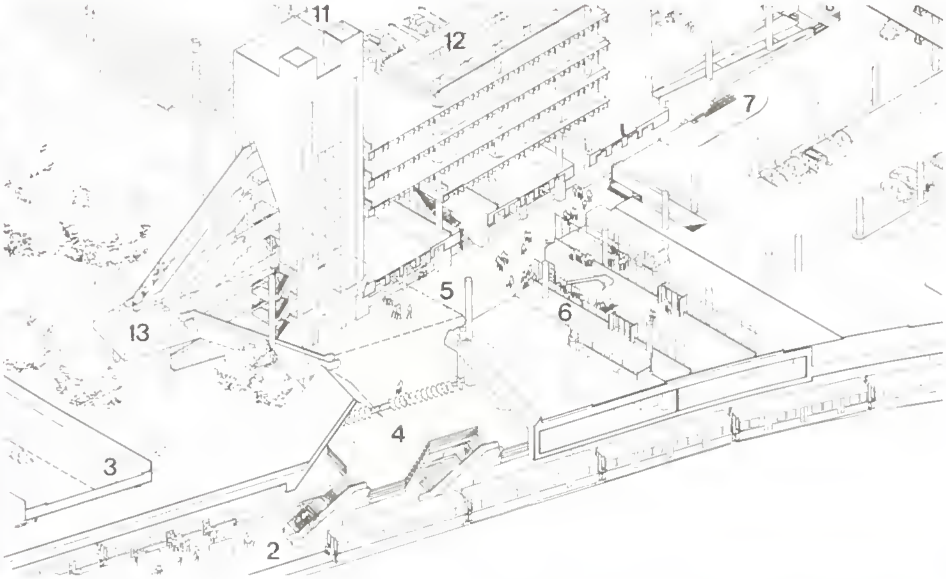
We are working through the Cambridge Arts Council with a number of nationally known and local artists on a coordinated effort to use art to reinforce a sense of lively movement and to make waiting more interesting. Our intent was not an art collection, but an integrated use of art work designed to be enjoyed by users in motion along the concourse and ramps, and also in waiting areas where a play of natural light, landscaping and art work come together to engage the viewer. In the subway station itself an entire wall of 400 feet will be coordinated by several artists working together.

Urban design considerations focused on the station/garage complex as a major landmark in a developing area



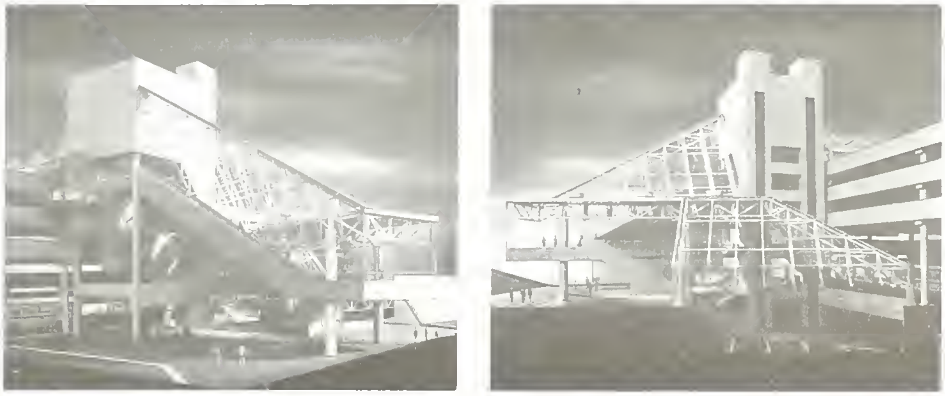
SECTION A–A (Refer to legend)





Above left: Cutaway view of [illegible] parkway

Above right: Cutaway view of pedestrian circulation system

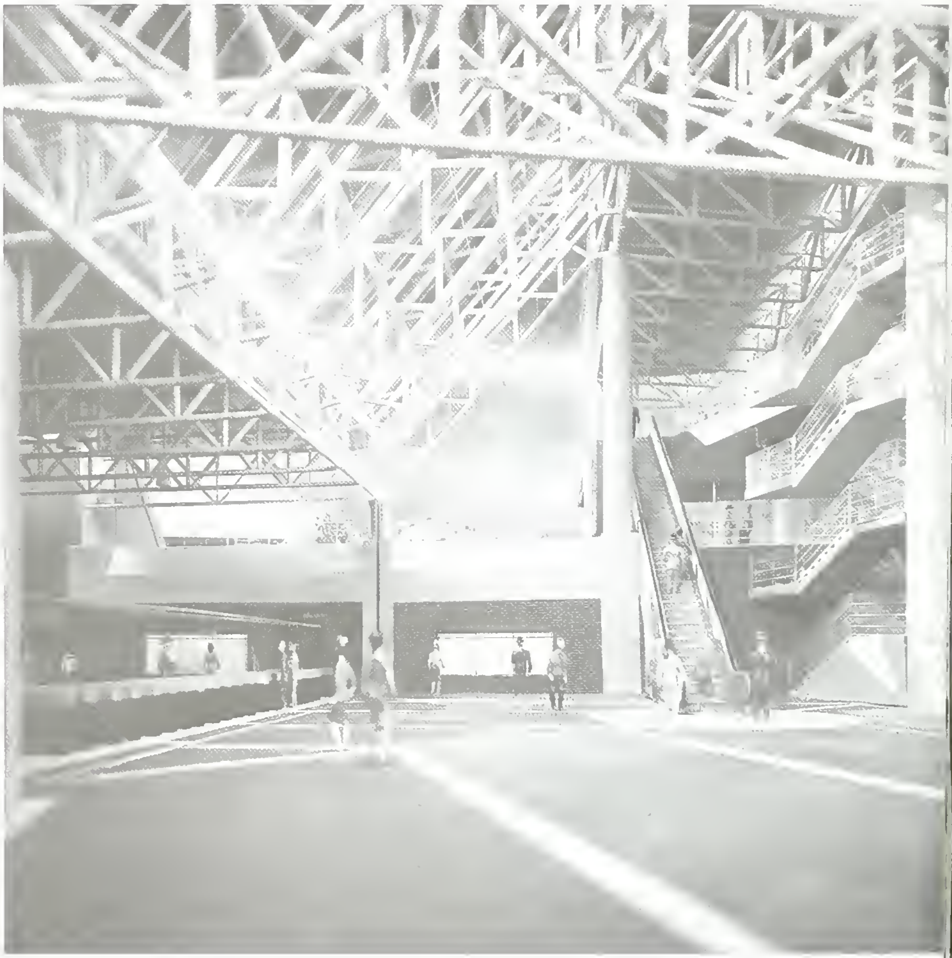


Right: Views of circulation element connecting garage to station below

Alewife Station/Garage

The different components of the complex are clearly articulated on the exterior, as they are on the interior, in a play of form and mass designed to reflect use and to enhance the image of public transportation. To protect the conservation area to the north of the complex it was necessary to provide several large flood water retention basins; pedestrian paths and bikeways connect the complex to this area

The Alewife Station/Garage is a major project in a metropolitan strategy to intercept commuter traffic before it enters dense and sensitive urban neighborhoods, it represents an alternative to expressway extension The complex plays a critical role in a new approach to urban transit Its architecture promotes and celebrates this new attitutde by providing a significant and exciting public space. The use of natural light throughout, interesting long interior views as well as views of the outdoors, the inclusion of art work and well-designed graphics, and the careful choice of durable materials result in a lively, varied, yet orderly series of spaces in which both waiting in travel become part of a new and satisfying transit experience

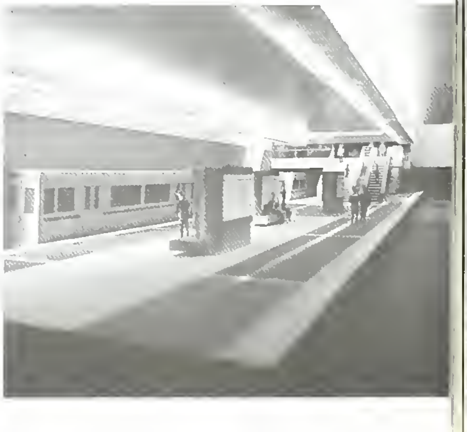


Right View from concourse toward turnstyle area

Below left View from turnstyle area to vertical circulation to garage

Below center View towards subway platform

Below right subway platform



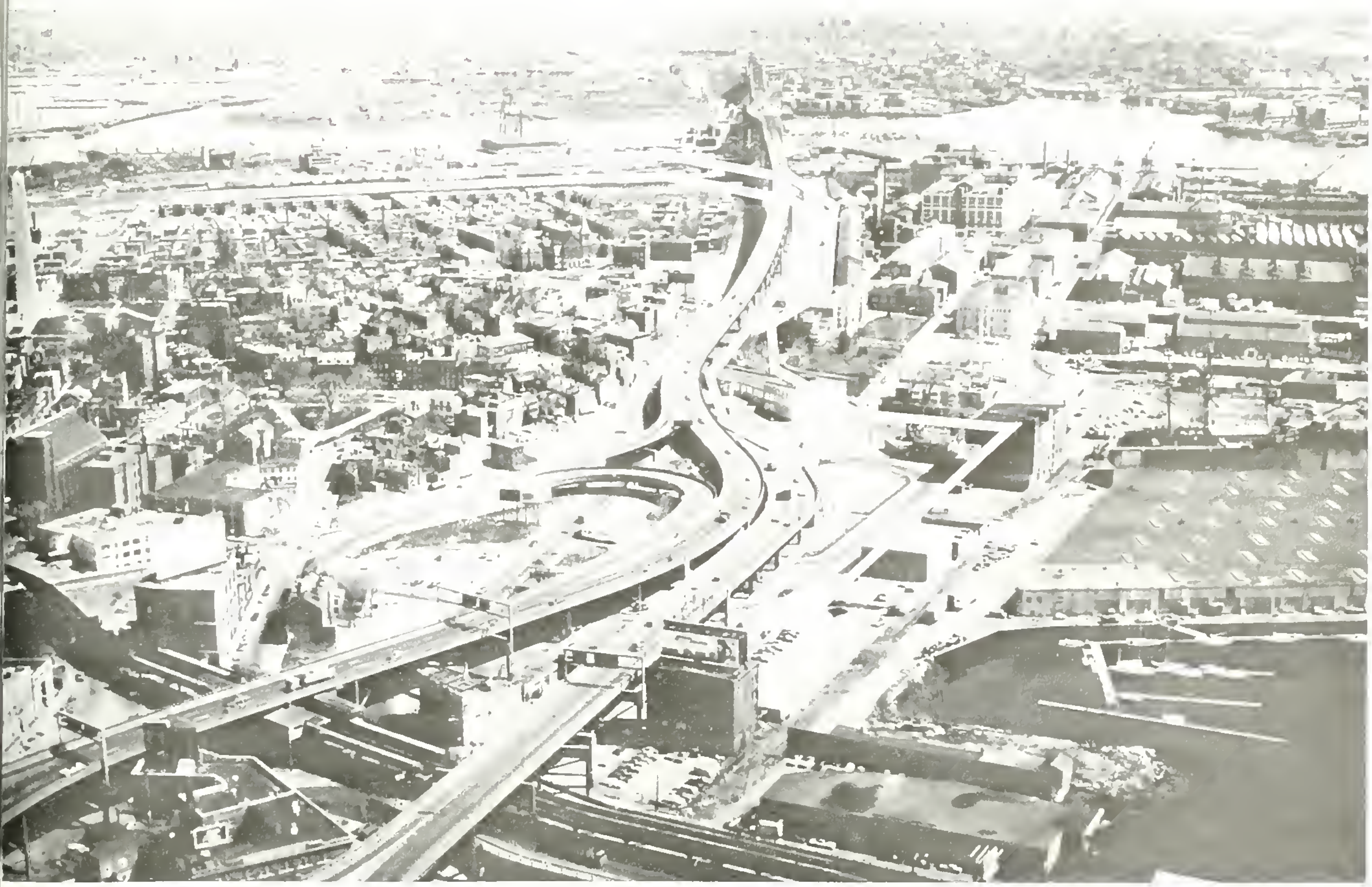
helsea-Water Streets and ittle Mystic Channel Draft egative Declaration

assachusetts Port Authority
ston Redevelopment Authority

The Chelsea-Water Streets Connector and the Little Mystic Channel Crossing were proposed to improve existing and future traffic conditions in the Charlestown section of Boston. The objectives of these transportation improvements were as follows: to improve the capacity and safety of vehicular access to existing and future industrial facilities at the MassPort Moran Terminal; to relieve residential areas of through truck traffic and its attendant impacts; to improve pedestrian and vehicular access to the National Historical Park while relieving it from through vehicular and rail traffic; and to provide adequate access for anticipated future redevelopment of the Northern Shipyard. Designing a new arterial street corridor between the Tobin Bridge, historically valuable buildings in the Shipyard and existing facilities at the Moran Terminal required sensitive balancing of historic, pedestrian access, and transportation facility needs.

WFEM was prime contractor and coordinated efforts of a multidisciplinary team of consultants to prepare a Draft Negative Declaration evaluating the environmental impacts of the proposed improvements. The consultant team, agencies, and community groups together developed a number of alternatives and selected four of these for detailed design and impact evaluation.

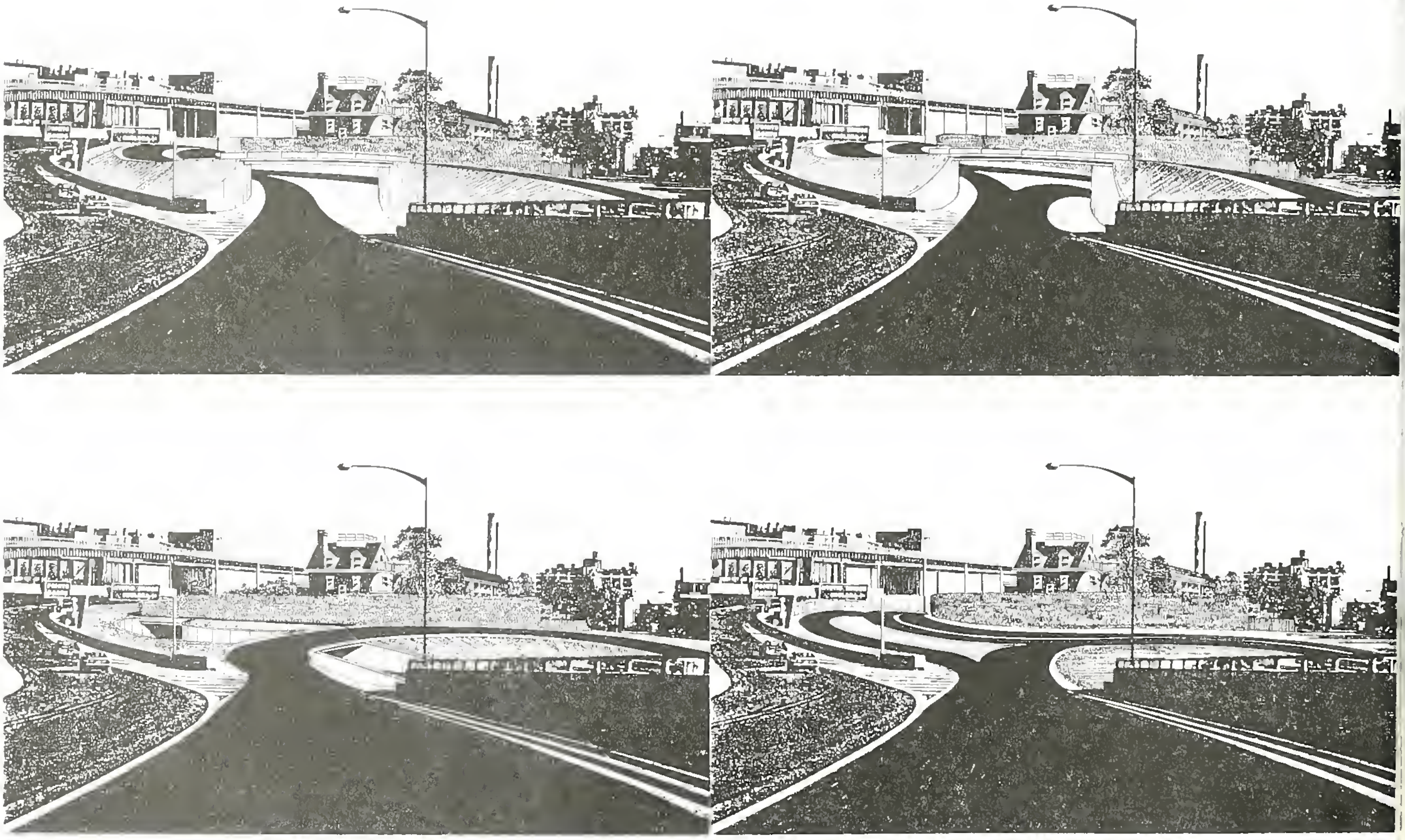
orridor of Proposed Action



Chelsea-Water Streets and Little Mystic Channel Draft Negative Declaration continued

WFEM supervised and coordinated transportation analysis; preliminary engineering and design; air quality, noise, and water quality analysis; and economic studies. In addition to study management, WFEM's direct responsibilities included community participation tasks; land use, social, relocation, public facility and aesthetic impact evaluation preparation of Sections 4(f) and 106 Review Statements; development of measures to minimize harm; and urban design studies.

Alternative Connector Configurations at Shipyard Gate 1

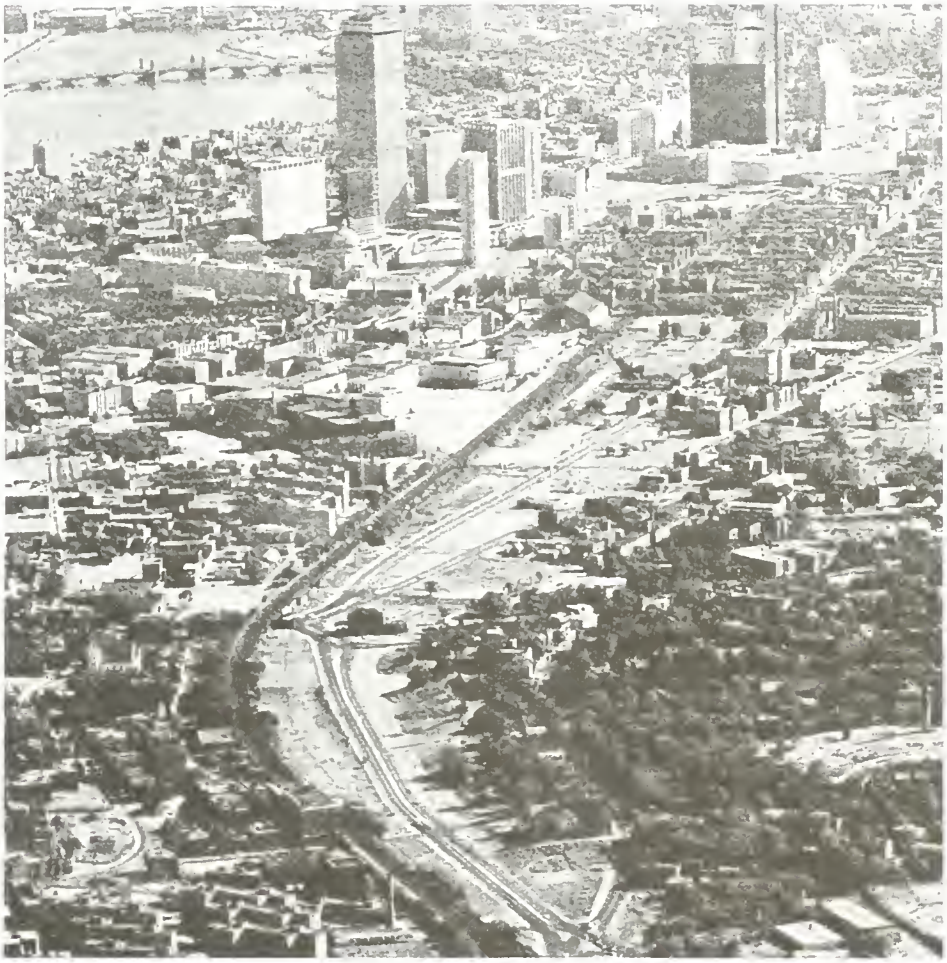


Southwest Corridor Project: Orange Line Relocation and Railroad Improvements

ssachusetts Bay Transportation thority

The Southwest Corridor Project consists of the design and engineering of a multi-modal transportation system and a variety of community development activities. Originally proposed in 1972 as an alternative to the construction of I-95, the Project includes 110 acres of land previously cleared for the highway in six Boston neighborhoods. The relocation of the Massachusetts Bay Transportation Authority (MBTA) rapid transit Orange Line and the construction of nine new stations, the reconstruction of 4.7 miles of AMTRAK and commuter rail facilities, twelve railroad bridges and an arterial street are all part of the transportation system. Community development plans include a new 5000 student community college, two high schools, an occupational resource center, 500 units of housing, and a mixed-use commercial complex. Related to the transportation and community development components are a linear park system linking Boston's "Emerald Necklace", bicycle paths, a parking structure, and small-scale commercial facilities. At a cost in excess of a half billion dollars, the new Orange Line and commuter rail services are expected to be operational by 1984 and serving approximately 50,000 riders daily.

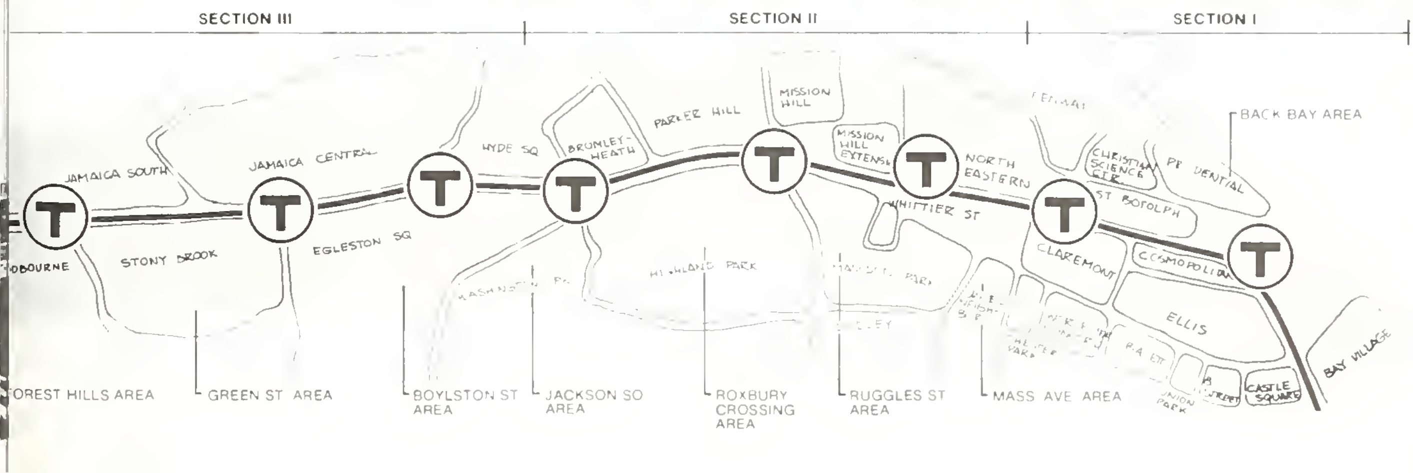
WFEM is responsible for coordinating planning and community participation



bove: A mural remaining from the rassroots movement to stop Interstate 5, originally planned for the area hich is today the Southwest Corridor. e highway was finally stopped by governor's decree in 1972.

ght: The swath of land cleared r I-95, along which the new rapid ansit system, parkland and comnity development will occur.

low: A map showing the neighborods involved in community parcipation in the Corridor Project. e Corridor is divided into three ctions; the eight Station Areas e shown in grey.



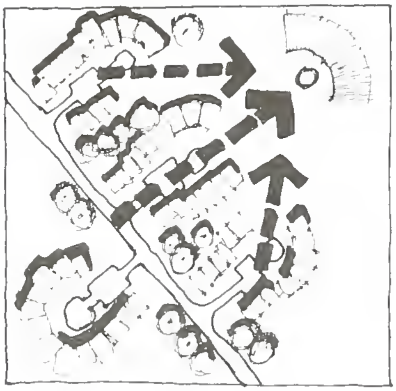
Southwest Corridor Project:

in the design and engineering of the Southwest Corridor Project. In conjunction with the Coordinating Engineers, WFEM reviews the activities of over 30 consultant firms working on the Project. WFEM also participates in the Urban Design Team which collectively studies interdisciplinary aspects of Project design. As one of the Coordinating Consultant firms, WFEM has primary responsibility for the interface of design development with public, private and community development activities in the Project area. In this capacity, WFEM establishes procedures and schedules for public presentations and community review of consultant work. Among the special projects for which WFEM is responsible is the development of policy and procedures for the incorporation of "community art" in and around the new transit stations. The WFEM staff also conducts Designer Workshops to provide a forum for Project consultants to integrate design concepts and community concerns.

Beginning with the grass roots movement to stop the construction of I-95 in the late 60's, the Southwest Corridor Project has established a tradition of sophisticated and sustained community involvement. For the design and engineering phase of the Corridor development, WFEM has focused community participation around the design of the new stations. For each station there is a Station Area Task Force (SATF) which meets on a regular basis with the station architects and engineers in working sessions. To facilitate a better understanding of architectural design and to make consultant/community interaction more meaningful, WFEM created SATF Notebooks. Each SATF participant receives a Notebook which explains graphically and in lay language the "creation" of a transit station from schematic design through construction. The SATF's also meet with other Project consultants to discuss and review plans for landscaping, commercial facilities and land development.

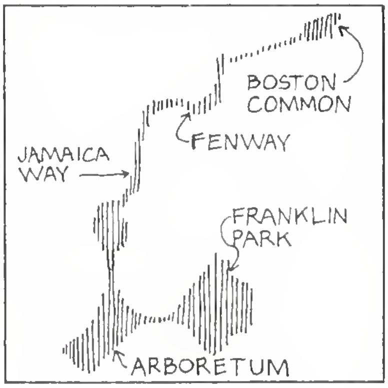
Above and left: Meetings of the Station Area Task Forces, SATF's, which are the forum for community participation in the Project.

Below: Samples from the glossary of the SATF Notebook, which assists community members in understanding the technical aspects of the Project and in translating their desires into concrete recommendations to the consultants.



Urban Design Glossary

VISUAL LINKAGE
A connection between places where the view is uninterrupted. Visual linkages are also called view corridors.



Landscape Glossary

"EMERALD NECKLACE"
The green park system designed for Boston by Frederick Law Olmsted at the end of the 19th century. The "Necklace" stretches from the Public Garden along the Commonwealth Avenue Mall, from the Esplanade through the Fenway and Riverway to Olmsted Park and Jamaica Pond. The Arboretum and Franklin Park are also connected to the "Necklac by parkways.

Southwest Corridor Project:

Each SATF elects a moderator who, in conjunction with the planning staff, establishes a meeting schedule and agenda items which parallel the work program of the design consultants. When it is necessary to focus in depth on a particular design or planning issue, special committees are created. The Cover Committee, for example, works with WFEM and other consultants to define the design criteria and program the use for the covered portion of the transit cut which will physically unite two very densely populated and historically separate neighborhoods.

In addition to the SATFs, community participation in the Project includes three Neighborhood Task Forces which focus on issues between stations and/or issues involving more than one station area. On a less frequent basis, the Southwest Corridor Working Committee reviews the status of the Project. This group consists of representatives of city and suburban communities as well as local and regional agencies and has much broader perspectives and concerns.

To further communication between Project consultants and community residents, WFEM has organized consultant/community "walks" through the Southwest Corridor neighborhoods as well as informal "open houses" at the offices of Project consultants.

An initial activity of WFEM on the Southwest Corridor Project was the preparation of a Planning Report which updated and verified the planning issues in the Environmental Impact Analysis. This report, which was distributed to all Project consultants, synthesized relevant information about the Project area communities and established the framework for design and engineering work. The Planning Report included design considerations and planning criteria which were derived from field information, demographic analyses and issues identified by community resi-

Left: To disseminate Southwest Corridor information to the general public, WFEM designed a free-standing mobile exhibit with changeable panels for use at public events. In addition, WFEM staff participate in media talk shows, visit local schools and colleges, and prepare Project related information for publication.

Below: Section I Cover Committee members work on a model of one section of the track cover. The model exercise helped residents to select and evaluate landscape programs.

Right: To supplement the formal process of community participation, WFEM publishes the monthly Southwest Corridor News, a 12-page bilingual tabloid newspaper. The WFEM staff assigns articles to Project consultants, writes special features, edits, prepares the layout for printing, and coordinates the distribution to 10,000 readers.

Far right: Included in the newsletter was this crossword puzzle with visual clues representing Corridor Project terms.

SOUTHWEST CORRIDOR PROJECT NEWSLETTER

CORRIDOR NEWS 3

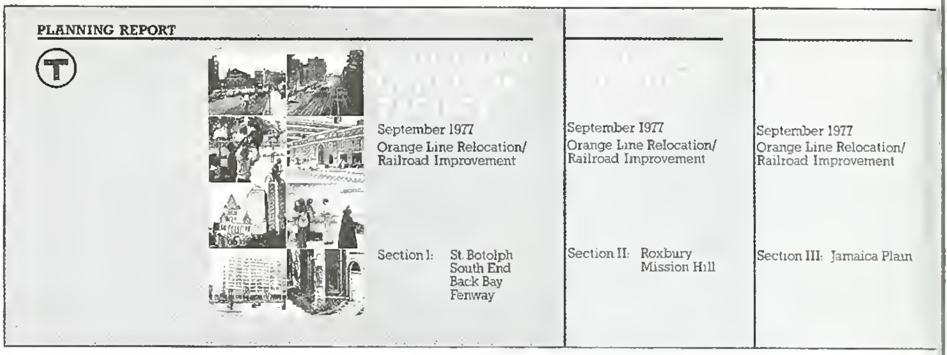
CONTENTS

CONTENIDO

Comités de area de estación
Su función en el diseño

Station Area Task Forces
Their role in station design

Southwest Corridor Project:


PLANNING REPORT

September 1977
Orange Line Relocation/
Railroad Improvement

Section I: St. Botolph
South End
Back Bay
Fenway

September 1977
Orange Line Relocation/
Railroad Improvement

Section II: Roxbury
Mission Hill

September 1977
Orange Line Relocation/
Railroad Improvement

Section III: Jamaica Plain

dents, groups and agencies. The report is divided into three parts, one for each section of the Corridor.

The most dynamic and urban area in the SWCP is Section I which includes the inner city neighborhoods of the Back Bay, South End and Fenway. Section I is physically characterized by the Victorian townhouses which predominate in the Back Bay and South End, the many cultural and educational institutions of the Fenway, as well as the new John Hancock, Prudential Center and Christian Science Complex developments. The neighborhoods within Section I are dense and congested and have the greatest ethnic, social and economic diversity of all the Corridor communities. Although the rehabilitation and restoration of row houses in the Back Bay and South End during the past ten years has attracted many younger, professional families, there remain large numbers of students, elderly and low income families in the area. In addition to the South End and Fenway urban renewal project areas, the Back Bay and South End are registered historic districts.

Section II of the SWCP includes the Lower Roxbury, Highland Park and Mission Hill communities of Roxbury. Traditionally divided by the Stony Brook valley and the railroad embankment, Highland Park and Mission Hill were originally suburbs of Boston; they continue to be primarily residential areas juxtaposed with industrial and institutional uses along the major arterial streets. Although over 2000 new units of housing have been constructed in Lower Roxbury and Mission Hill, more than 62 acres of land were cleared in Section II for the I-95 highway; most of this land remains vacant, to be developed as part of the SWCP. The majority of residents in Section II are Black and Hispanic and have lower incomes and higher rates of unemployment than residents in other SWCP communities. In addition, Section II is characterized by the large numbers of children and youth living in three large housing developments located adjacent to the SWCP right-of-way.

The largest geographic area of the SWCP is Section III which includes almost half of the Jamaica Plain section of Boston. A residential neighborhood located southwest of Roxbury and bounded by several regional parks, Jamaica Plain was a wealthy rural area of summer estates until the advent of the streetcar transformed the area into a middle class suburb. The several neighborhoods within Jamaica Plain have undergone little physical change during the past twenty years; most houses are single and two family wooden detached structures, some triple deckers and brick row houses are located near the borders of Roxbury and the manufacturing district and a few mansions remain. The largest ethnic group has remained Irish, although in recent years increasing numbers of Black and Hispanic families have moved into the northern neighborhoods of Jamaica Plain. Although there are elderly and single residents in Section III, the area is predominantly family oriented and has the highest median income of all the Corridor communities.

Since much of the 110 acres of land in the Project area is vacant, special attention has been given to future private and community development. To supplement the work of other Project consultants, WFEM also prepares special planning reports. For example, WFEM has undertaken a Zoning Study which analyzes existing zoning, the feasibility of special incentive zoning districts, and the general applicability of zoning as a device to foster desired land uses and development. In a separate but related study, WFEM staff inventoried and evaluated several commercial districts in the general Project area in order to facilitate consultant and community evaluation of proposed development alternatives.

The SWCP is an ambitious, cooperative effort to design and build a transportation system which strengthens existing neighborhoods and simultaneously provides for future development.

Below: Examples of typical residential streets in, from left to right, Section I, II and III.

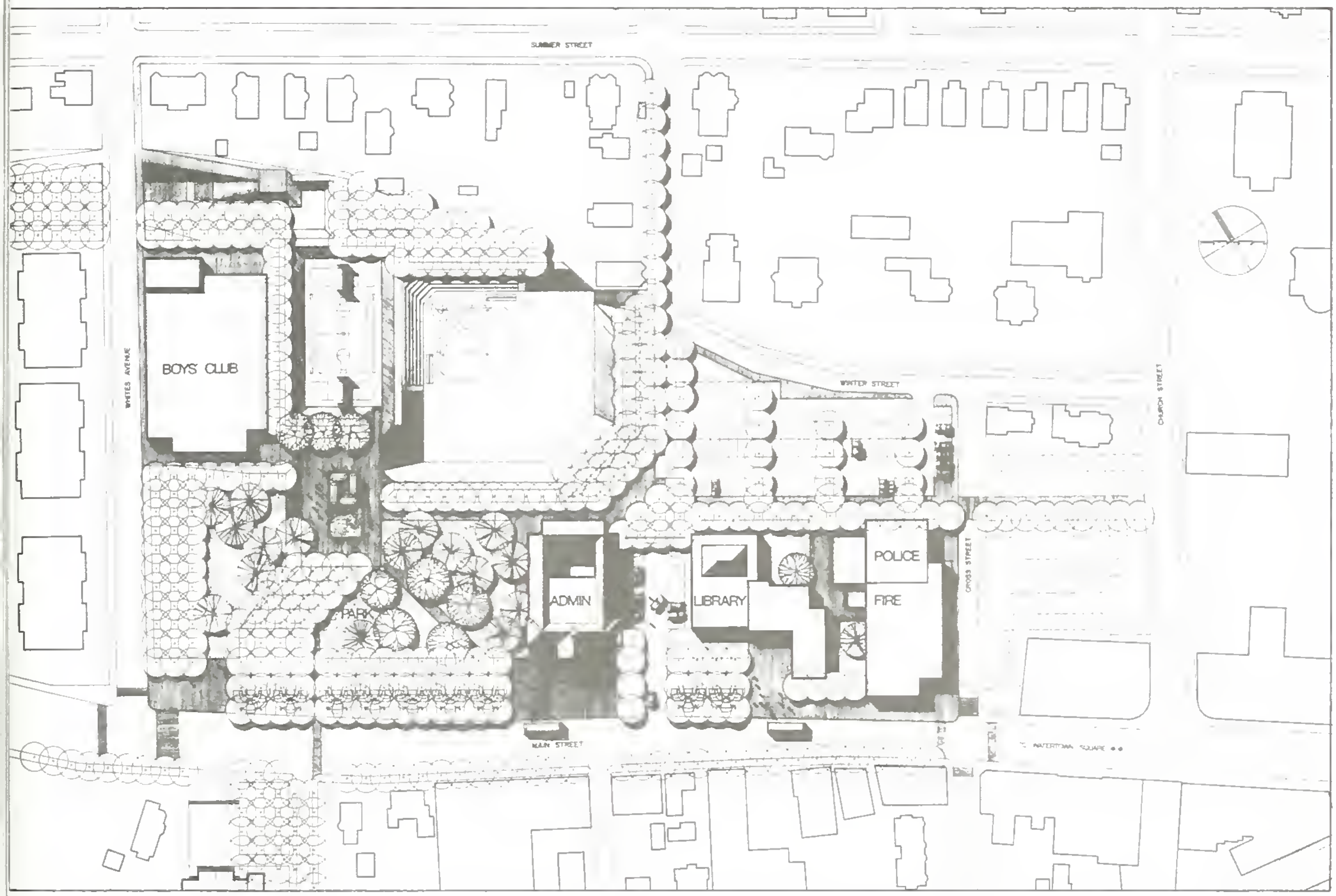
Watertown Civic Center

Vatertown, Massachusetts

WFEM conducted this urban design study for the Watertown Planning Board. Its purpose was to develop the Watertown Civic Center into a viable and easily identifiable symbol of the town's center.

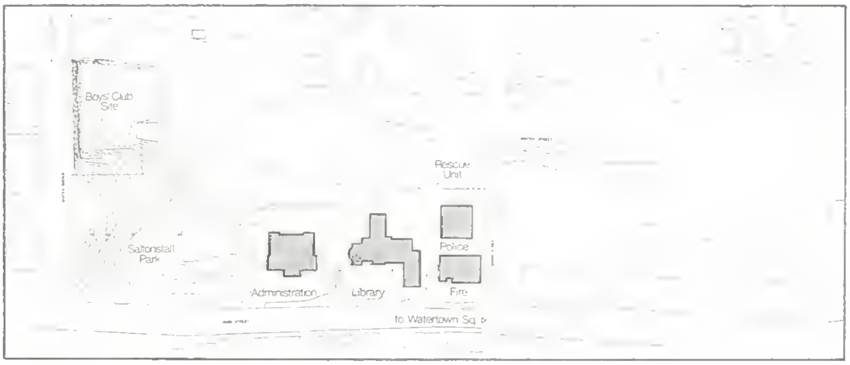
The Civic Center was a complex of municipal buildings and community facilities located in Watertown Square, adjacent to a retail and commercial district. Although the complex of buildings was geographically contiguous, it did not function as a clearly defined, cohesive entity. The Civic Center also lacked strong visual or physical connections to the surrounding community.

WFEM and its consultants prepared an urban design plan to unify the center and proposed a preliminary space and use program which would enable several municipal departments to expand their facilities. The study evaluated traffic circulation and



PROPOSED SITE PLAN

The existing site plan, at right, shows the oosely organized civic buildings located n one corner of an underutilized site. The proposed plan, shown above, seeks o create a sense of focus and identity or Watertown by tying the expanded civic buildings and the park & ecreational areas into a recognizable Civic Center.



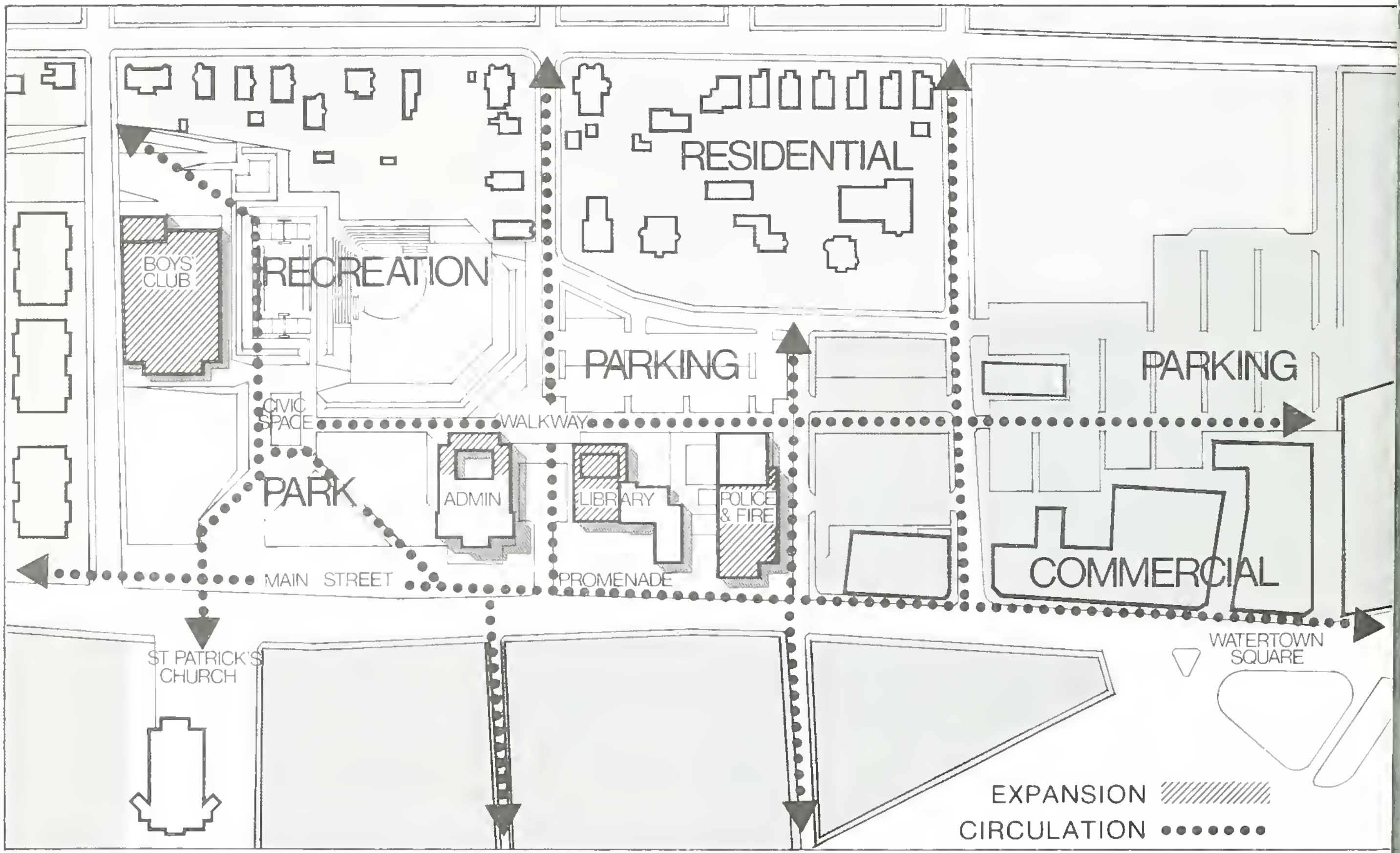
EXISTING SITE PLAN

parking in Watertown Square. It also recommended steps for implementation of the plan and appropriate federal programs as funding sources.

Watertown Civic Center

Our study outlined a series of proposals for the physical expansion of municipal department, the improvement of vehicular and pedestrian circulation, and the organization of parking areas related to the Civic Center and adjacent commercial and recreational facilities.

WFEM and its consultants proposed the program for the Civic Center which included: municipal administration building, police and fire department, public library, a boys' club and Saltonstall Park. The urban design plan integrated the Civic Center with existing commercial uses in order to revitalize Watertown's central district. The proposed landscaping of the Center created a system of pedestrian malls and walkways to link existing and proposed development in the Square and to link nearby residential areas to each other.



The goal of the design was to create a sense of identity for the Watertown Civic Center. A new walkway links the commercial and parking areas of the square with the civic buildings, the park and recreation spaces, and the nearby residential neighorhoods. Expansion of civic buildings has been designed to reinforce the new pedestrian walkway.

VIEW FROM RESIDENTIAL AREA

EXISTING PARK

lliam Pressley & Associates **Landscape Architects**

255
Architect-Engineer
Related Services
for Specific
Project

Daily Announcement Date, if any.

Number, if any:

3. Firm (or Joint-Venture) Name & Address

William Pressley, Landscape Architect
219 Parker Street
Newton Centre, Massachusetts 02159

3a Name, Title & Telephone Number of Principal to Contact

William Pressley
Owner
(617) 969 - 3653

3b: Address of office to perform work, if different from Item 3

same as 3

4. Personnel by Discipline:

3 Administrative
___ Architects
___ Chemical Engineers
___ Civil Engineers
___ Construction Inspectors
___ Draftsmen
___ Ecologists
___ Economists

___ Electrical Engineers
___ Estimators
___ Geologists
___ Hydrologists
___ Interior Designers
9 Landscape Architects
___ Mechanical Engineers
___ Mining Engineers

___ Oceanographers
___ Planners Urban/Regional
___ Sanitary Engineers
___ Soils Engineers
___ Specification Writers
___ Structural Engineers
___ Surveyors
___ Transportation Engineers

___ ________
___ ________
___ ________
___ ________
___ ________
___ ________
___ ________
12 Total Personnel

5. If submittal is by Joint-Venture list participating firms and outline specific areas of responsibility (including administrative, technical and financial) for each firm:
(Attach SF 254 for each if not on file with Procuring Office.)

5a. Has this Joint-Venture previously worked together? ☐ yes ☐ no

Standard Form 255 July 1975
Prescribed By GSA Fed. Proc. Reg. (41 CFR) 1-16.803

Professional Staff

Deneen Crosby

Degree in Landscape Architecture from the State University of New York College of Environmental Science and Forestry at Syracuse. Deneen has worked for the Syracuse Department of Parks and Recreation, the Landmark Association of Central New York and has done research on City parks. She is currently developing cost estimates and design studies for a new all-weather playing field to be located adjacent to Harvard Stadium. She has supervised construction of the South Braintree MBTA Red Line Extension, which will open in January.

Nancy Leask

Degree in Landscape Architecture from Minnesota State University. As a licensed Landscape Architect, Nancy supervises the design process of many projects. She has worked extensively on the development of Sugarloaf Mountain and is the project manager for the Fall River Heritage State Park.

John Shields

Degree in Landscape Architecture from the State University of New York College of Environmental Science and Forestry at Syracuse. Recent projects include site improvements for Memorial Hall, Cambridge, Mass., a site plan for Union Hospital in Lynn, Mass., and the design for the amphitheatre of the Fall River Heritage State Park in Fall River, Mass. He is currently working on a design for the Marriott Hotel in Burlington, Mass.

Virginia Hitz

Degree in Landscape Architecture from Cornell University. Virginia has been working on a variety of projects including site planning for condominiums and cluster housing for Sugarloaf Mountain in Maine, planting plans for Chelsea Village in Chelsea, Mass., and a handicapped access design for the Harvard Faculty Club in Cambridge, Mass.

William Pressley

Mr. Pressley maintains offices in Newton Centre, Massachusetts, and has a wide range of experience in Park and Recreation Design, and other areas. During the past year he has been responsible for the new outdoor tennis facility at Radcliffe, and is currently working on the new Intercollegiate Outdoor Tennis Facility at Harvard University and proposed athletic facilities at Regis College in Weston, Massachusetts. William Pressley was the Landscape Architect for the Faneuil Hall Marketplace in Boston.

Gayle Connolly

As office manager, Gayle is involved in scheduling and organization of the projects. Production supervision of the specifications also falls in the area of Gayle's responsibilities.

Sarah Marshall

Degree in Landscape Architecture from Rhode Island School of Design. Sarah has been the key staff person for the Newton Centre Beautification Program and for all the above-ground work for the new Harvard Square Project, which includes over one million dollars in surface improvements. She has recently completed construction documents for our design of a $400,000. waterfront park at the Boston Naval Shipyard at Charlestown. This project will be released for bid in January.

Key Persons, Specialists, and Individual Consultants Anticipated for this Project

7. Brief Resume of Key Persons, Specialists, and Individual Consultants Anticipated for this Project

a. Name & Title:

William Pressley, Landscape Architect
Owner

b. Project Assignment:

Landscape Architect

c. Name of Firm with which associated:

William Pressley & Associates

d. Years experience: With This Firm 5 With Other Firms 12

e. Education: Degree(s) / Year / Specialization

SUNY College of Forestry at Syracuse

1967

f. Active Registration: Year First Registered/Discipline

L.A./New York, Massachusetts, Maine,
Conneticut /1969

g. Other Experience and Qualifications relevant to the proposed project:

Mr. Pressley has had extensive experience in site planning and the landscape design elements of urban development projects. In 1978 he was responsible for surface design and planting plans for the MBTA Red Line Extension in Harvard Square. He has had similar responsibilities in the Faneuil Hall Marketplace in Boston, Massachusetts. Both projects are partially funded by Federal grants. Mr. Pressley has prepared site plans and landscape design documents for major urban projects including the Charlestown Naval Shipyard, Boston, Massachusetts. He also has extensive experience in recreational and park design, having participated in the design og ten municipal and state parks in New York and Massachusetts including the Fall River Heritage State Park in Fall River, Massachusetts.

a. Name & Title:

b. Project Assignment:

c. Name of Firm with which associated:

d. Years experience: With This Firm ___ With Other Firms ___

e. Education: Degree(s) / Years / Specialization

f. Active Registration: Year First Registered/Discipline

g. Other Experience and Qualifications relevant to the proposed project:

INFORMATION FOR FORM 255
FROM WILLIAM PRESSLEY

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Owner's Name & Address	d. Completion Date	e. Cost
1. MBTA Red Line Extension Harvard Square Cambridge, Massachusetts	Landscape design & planting for Harvard Square re-development	Massachusetts Bay Transit Authority Boston, Massachusetts	6/83	2,300
2. Lewiston, Maine Downtown Revitalization Lewiston, Maine	Design for street improvements, planting	City of Lewiston Lewiston, Maine	5/81	1,800
3. Newton Centre Beautification Newton Centre, Massachusetts	Supervision of sidewalk and planting improvements	City of Newton Newton Centre, Mass.	6/79	140
4. White Plains Downtown Revitalization	Planting plan for parking garage and Commercial area	City of White Plains		
5. Faneuil Hall Marketplace Boston, Massachusetts	Planting & paving for major downtown commercial project	The Rouse Company Village of Cross Keys Maryland	/78	100
6. MBTA Red Line Extension South Braintree, Mass.	Landscape architect	Massachusetts Bay Transit Authority Boston, Massachusetts	/	300
7. St. Anthony Main Street St. Paul, Minnesota	Landscape & planting for waterfront rejuvination			100
8. Route 495 - Canoe River Relocation Norton, Massachusetts	Planting plan	Mass. Department of Public Works Boston, Massachusetts		

INFORMATION FOR FORM 255 (continued)
From William Pressley

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Owner's Name & Address	d. Completion Date	e. Cost
9. Pickering Wharf Salem, Massachusetts	Landscape architect for new multi-use waterfront development	Heritage Trust Salem, Massachusetts	7/79	500
10. Hotel at Jabel Ali Dubai, U.A.E.	Design of roads, parking and landscaping for large hotel & marina	Dubai Consultants Dubai, U.A.E.	6/81	1,500

Profile Code	Number of Projects	Total Gross Fees (in thousands)	Code	Projects	(in thousands)	Code	Projects	(in thousands)
1) 059	25	70	11)			21)		
2) 059	35	90	12)			22)		
3) 059	54	110	13)			23)		
4) 059	71	150	14)			24)		
5)			15)			25)		
6)			16)			26)		
7)			17)			27)		
8)			18)			28)		
9)			19)			29)		
10)			20)			30)		

11. Project Examples, Last 5 Years

Profile Code	"P", "C", "JV", or "IE"		Project Name and Location	Owner Name and Address	Cost of Work (in thousands)	Completion Date (Actual or Estimated)
059	C	1	Dartmouth College Alumni Center Hanover, New Hampshire	Dartmouth College Hanover, New Hampshire	50	6/79
059	C	2	Eliot Temporary Station MBTA Red Line Extension Cambridge, Massachusetts	Massachusetts Bay Transit Authority Boston, Massachusetts 02116	40	4/79
059	C	3	Harvard Square Station MBTA Red Line Extension Cambridge, Massachusetts	Massachusetts Bay Transit Authority Boston, Massachusetts 02116	2,300	6/83
059	C	4	Faneuil Hall Marketplace Boston, Massachusetts	The Rouse Company Village of Cross Keys, Maryland	100	10/78
059	C	5	Hotel Intercontinental Al Ain, U.A.E.	International Hotel Corporation New York, New York	500	5/80
059	C	6	Hotel Intercontinental Abu Dhabi, U.A.E.	International Hotel Corporation New York, New York	1,000	
059	C	7	Hotel at Jabel Ali Dubai, U.A.E.	Dubai Consultants Dubai, U.A.E.	1,500	6/81

059	C	9	IBM - Burlington, Vermont Building 973 - Related Roads and Parking Burlington, Vermont	IBM - Burlington, Vermont	1,475	5/81
059	C	10	IBM - Burlington, Vermont South + West Parking Lot Expansion Burlington, Vermont	IBM - Burlington, Vermont	150	12/78
059	C	11	IBM - Burlington, Vermont Administration, Classroom, Cafeteria + Laboratory Buildings (Bldgs. 969/970)	IBM - Burlington, Vermont	230	5/80
059	C	12	Lewiston, Maine Downtown Revitalization Lewiston, Maine	City of Lewiston Lewiston, Maine	1,800	5/81
059	C	13	Massachusetts General Hospital Bullfinch Courtyard Boston, Massachusetts	Massachusetts General Hospital Boston, Massachusetts	20	5/80
059	C	14	Medical Area Total Energy Plant Boston, Massachusetts	Harvard University Cambridge, Massachusetts	250	5/80
059	P	15	Middlesex Mutual Waltham, Massachusetts	Arkwright - Boston Insurance Waltham, Massachusetts	40	11/78
059	C	16	New England Executive ~~Office~~ Park Building #2 Burlington, Massachusetts	Spaulding + Slye Newton, Massachusetts	30	10/79
059	C	17	New England Executive Park Building # 17 Burlington, Massachusetts	Spaulding + Slye Newton, Massachusetts	26	5/79
059	P	18	Newton Centre Beautification Newton Centre, Massachusetts	City of Newton City Hall, Newton Centre	140	6/79
059	C	19	Orion Building Cambridge, Massachusetts	Orion Corporation Cambridge, Massachusetts	100	4/80

059	C		Salem, Massachusetts	Salem, Massachusetts		
059	P	21	60 State Street Rooftop Garden Boston, Massachusetts	SCA Corporation Chicago, Illinois	30	6/79
059	C	22	303 Wyman Hobbs Brook Office Park Waltham, Massachusetts	Arkwright-Boston Insurance Waltham, Massachusetts	40	11/79
059	C	23	MBTA Red Line Extension South Braintree, Massachusetts	Massachusetts Bay Transit Authority Boston, Massachusetts 02116	300	
059	C	24	Sugarloaf Hotel Carrabassett, Maine	Sugarloaf Corporation Carrabassett, Maine	25	12/79
059	C	25	Sugarloaf - Village South Carrabassett, Maine	Sugarloaf Corporation Carrabassett, Maine	10	10/79
059	C	26	Canoe River Relocation Route 495 Mansfield, Massachusetts	Massachusetts Department of Public Works Boston, Massachusetts		
		27				
		28				
		29				
		30				

12. The foregoing is a statement of facts

Signature: William Pressley

Typed Name and Title: William Pressley , Owner

Date: June 18, 1981

WILLIAM PRESSLEY LANDSCAPE ARCHITECT

1980 JOB LIST

	JOB	CLIENT
1.	IBM - Burlington, Vt. Building 973 - Related Roads and Parking Burlington, Vermont	Benjamin Thompson & Associates
2.	IBM - Burlington, Vt. Building 973 - Related Sitework Burlington, Vermont	Benjamin Thompson & Associates
3.	IBM - Burlington, Vt. Building 973 - Liquid Hydrogen Storage Facility Burlington, Vermont	Benjamin Thompson & Associates
4.	IBM - Burlington, Vt. Building 973 - Pedestrian Overpass Burlington, Vermont	Benjamin Thompson & Associates
5.	IBM - Burlington, Vt. Chemical Distribution Center Burlington, Vermont	Benjamin Thompson & Associates
6.	IBM - Burlington, Vt. Building 969/972 Burlington, Vermont	Benjamin Thompson & Associates
7.	MATEP Boston, Massachusetts	Benjamin Thompson & Associates
8.	Newtonville Neighborhood Improvements Newton, Massachusetts	Moore - Heder
9.	Thompsonville Neighborhood Improvements Newton, Massachusetts	Moore - Heder
10.	Newtonville - Thompsonville Site Surveys Newton, Massachusetts	Moore - Heder
11.	South Portland Housing for the Elderly South Portland, Maine	Parsons Brinckerhoff Quade & Douglas

WILLIAM PRESSLEY LANDSCAPE ARCHITECT
1980 JOB LIST

	JOB	CLIENT
12.	MBTA Red Line Extension Harvard Square Station Cambridge, Massachusetts	Skidmore Owings & Merrill
13.	Boston Naval Shipyard at Charlestown Surface Finishes Charlestown, Massachusetts	Parsons Brinckerhoff Quade & Douglas
14.	Boston Naval Shipyard at Charlestown Building 42 Plaza Charlestown, Massachusetts	Parsons Brinckerhoff Quade & Douglas
15.	Regis College Recreational Athletic Facility Weston, Massachusetts	Hoskins Scott Taylor & Partners
16.	Computervision Building Bedford, Massachusetts	ADD Inc.
17.	New England Executive Park Building 8 Burlington, Massachusetts	ADD Inc.
18.	Kiln Brook Office Park Buildings I & II Lexington, Massachusetts	ADD Inc.
19.	Soldiers Field Park II Harvard University Housing Brighton, Massachusetts	Harvard University
20.	Chelsea Waterfront Improvements Chelsea, Massachusetts	Thomas Planning
21.	Cold Spring Park Newton, Massachusetts	City of Newton
22.	333 Wyman Street Hobbs Brook Office Park Burlington, Massachusetts	ADD Inc.
23.	IBM - Burlington, Vt. Loop Road Realignment Burlington, Vermont	Benjamin Thompson & Associates
24.	New Hampshire Supreme Court Concord, Massachusetts	John Jordan

	JOB	CLIENT
25.	Sugarloaf/U.S.A. - Gondola Village Carrabassett Valley, Maine	Developmental Resources
26.	The Villas Cambridge, Massachusetts	Developmental Resources
27.	Burn Hill Development Burnsville, Minnesota	Hoskins Scott Taylor & Partners
28.	IBM - Burlington, Vt. Exterior Design Master Plan Burlington, Vermont	Benjamin Thompson & Associates
29.	IBM - Burlington, Vt. IS/DP Building Burlington, Vermont	Benjamin Thompson & Associates
30.	Massachusetts General Hospital Ambulatory Care Center - JM #15 Boston, Massachusetts	Skidmore Owings & Merrill
31.	Castle Island Container Port Facilities Boston, Massachusetts	Parsons Brinckerhoff
32.	South Braintree MBTA Red Line Extension South Braintree, Massachusetts	Parsons Brinckerhoff
33.	Concord Firehouse Block Concord, New Hampshire	Parsons Brinckerhoff
34.	Orion Building Cambridge, Massachusetts	ADD Inc.
35.	Faneuil Hall Marketplace North Market Street Boston, Massachusetts	Benjamin Thompson & Associates
36.	Union Hospital Lynn, Massachusetts	Hoskins Scott Taylor & Partners
37.	Burlington Woods Office Park Burlington, Massachusetts	ADD Inc.
38.	Upland Road Condominiums Cambridge, Massachusetts	Heinnemann Development

JOB	CLIENT
39. Barkan Residence Weston, Massachusetts	Mel Barkan
40. University Place Cambridge, Massachusetts	Harvard University
41. Roscoe Pound Building Handicapped Ramp Feasibility Study Cambridge, Massachusetts	Harvard University
42. Medical Area Service Center Boston, Massachusetts	Benjamin Thompson & Associates
43. Honeywell Softball Field	Robert Labidini
44. Lewiston, Maine Downtown Improvements	Parsons Brinkerhoff Quade & Douglas
45. Radcliffe Quadrangle Recreational Facility	Harvard University
46. St. Anne's Hospital Fall River, Massachusetts	Hoskins Scott Taylor & Partners
47 Digital Acton, Massachusetts	ADD Inc.
48. Harvard University Tennis Courts Cambridge, Massachusetts	Harvard University
49. Matte Residence	Developmental Resources
50. Weeks School Newton, Massachusetts	City of Newton
51. Peterborough Industrial Development Corporation Peterborough, New Hampshire	John Jordan
52. Holyoke State Park Holyoke, Massachusetts	Skidmore Owings & Merrill
53. Fall River State Park Fall River, Massachusetts	Skidmore Owings & Merrill

WILLIAM PRESSLEY LANDSCAPE ARCHITECT
1980 JOB LIST

	JOB	CLIENT
54.	Brockton Transit Facility Maintenance Yard Brockton, Massachusetts	Skidmore Owings & Merrill
55.	Harvard University Union Cambridge, Massachusetts	Harvard University
56.	Harvard Yard Message Kiosks Cambridge, Massachusetts	Robert Flack & Associates
57.	Murray Road School Newton, Massachusetts	Gellardin Bruner & Cott

Use this space to provide any additional information or description of resources supporting your firm's qualifications for the proposed project

SEE ATTACHED SHEET

11. The foregoing is a statement of facts.

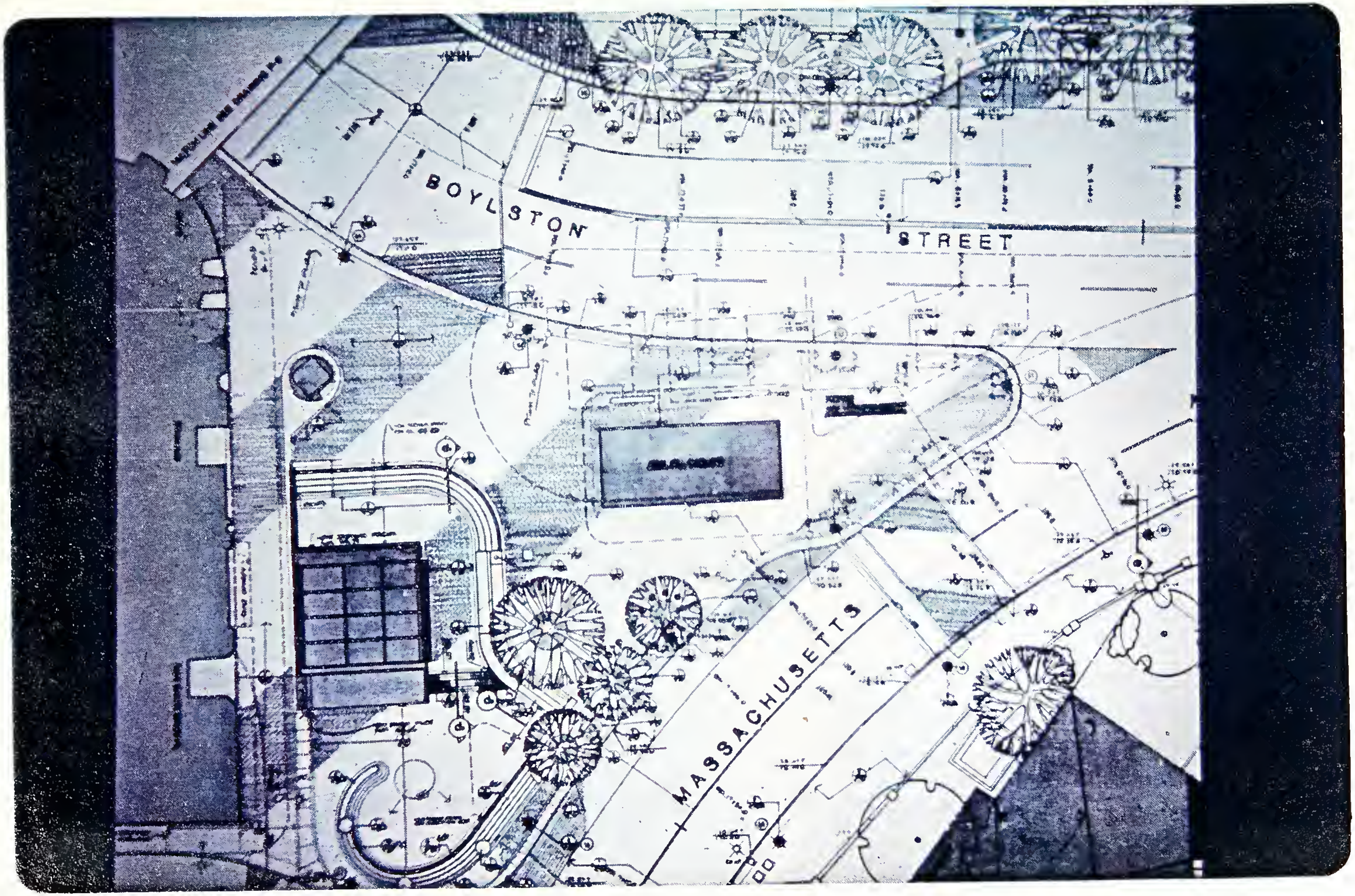
Signature: William Pressley

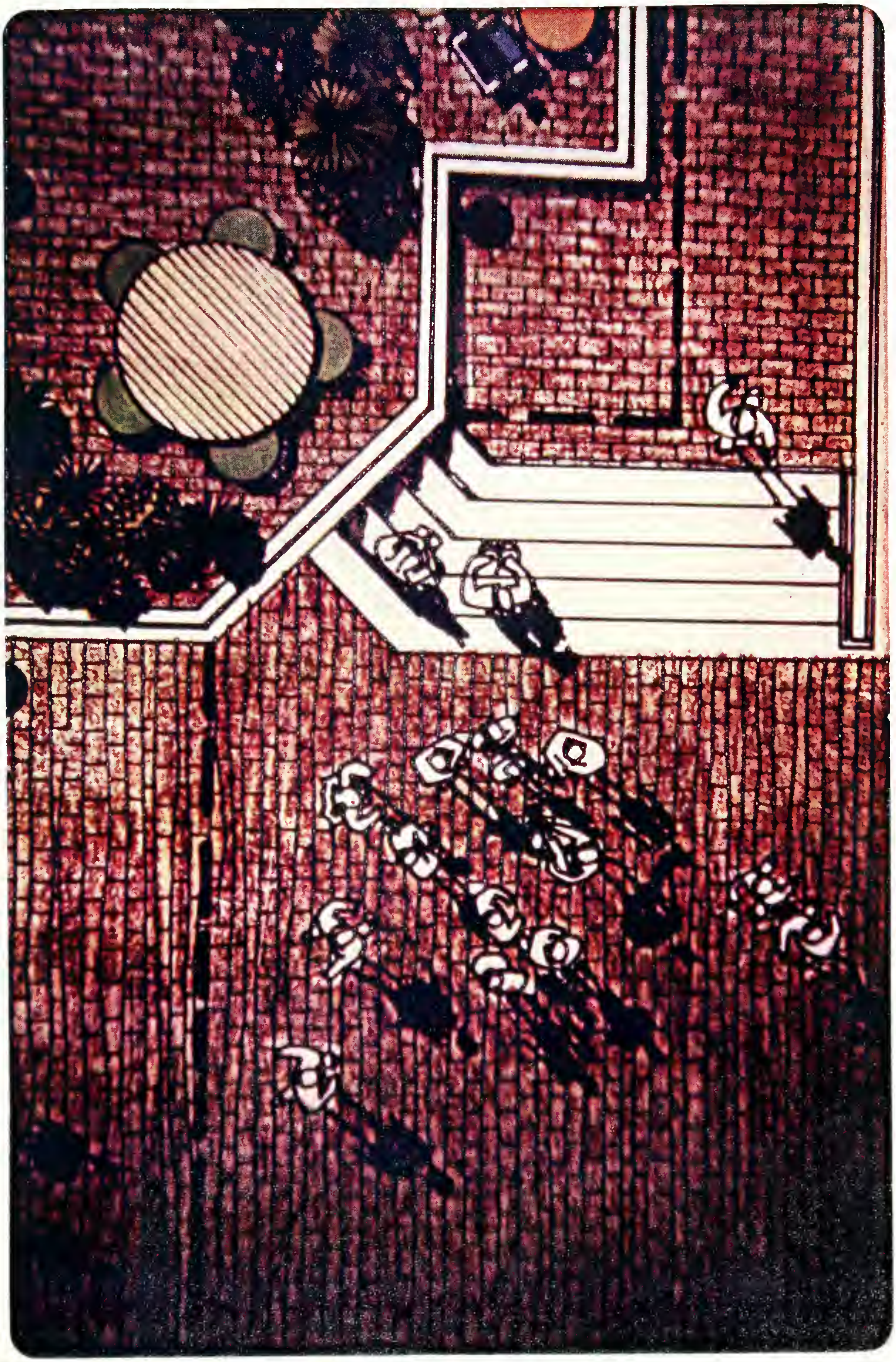
Typed Name and Title. William Pressley, Owner

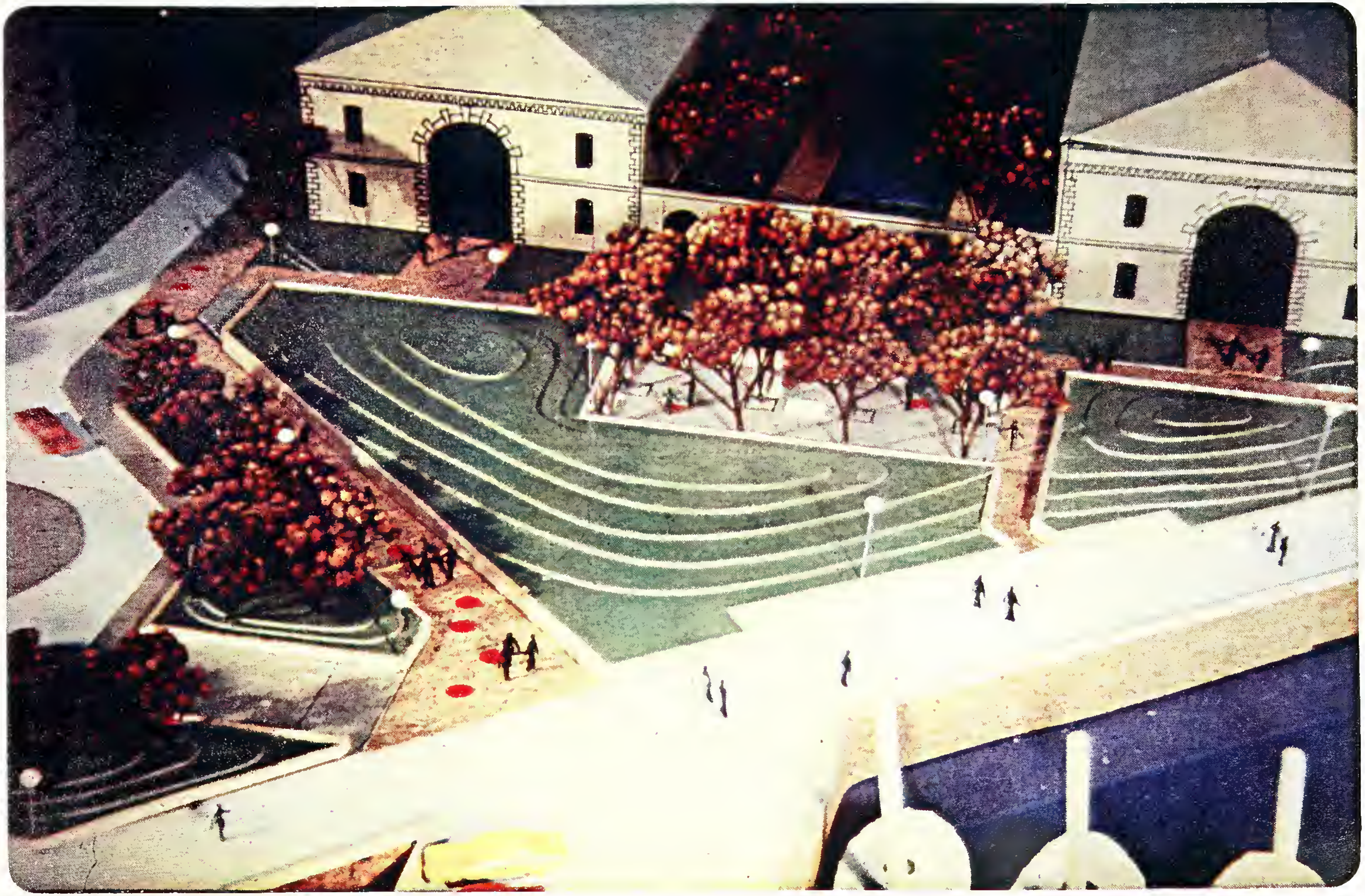
Date:

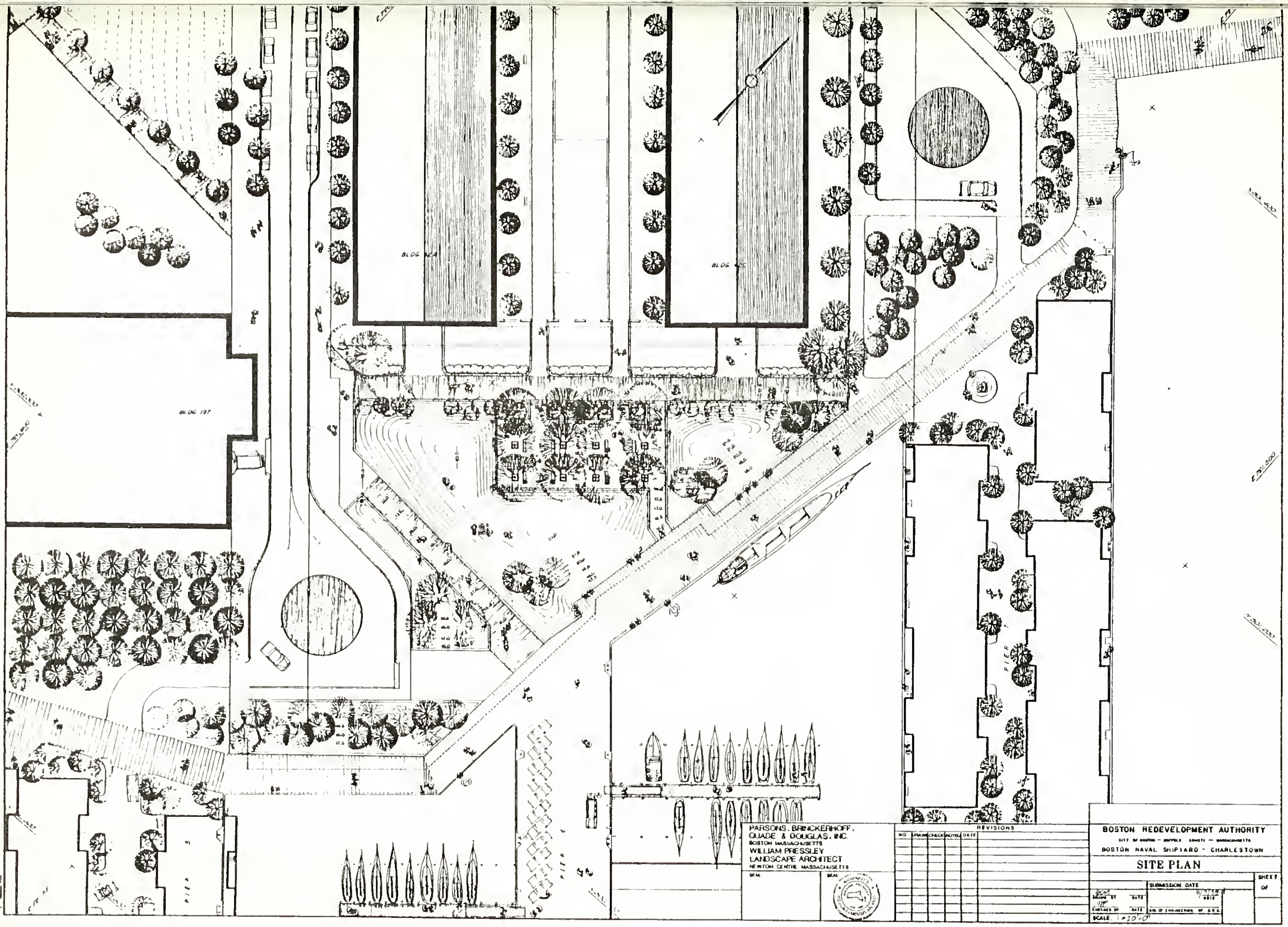
June 18, 1981

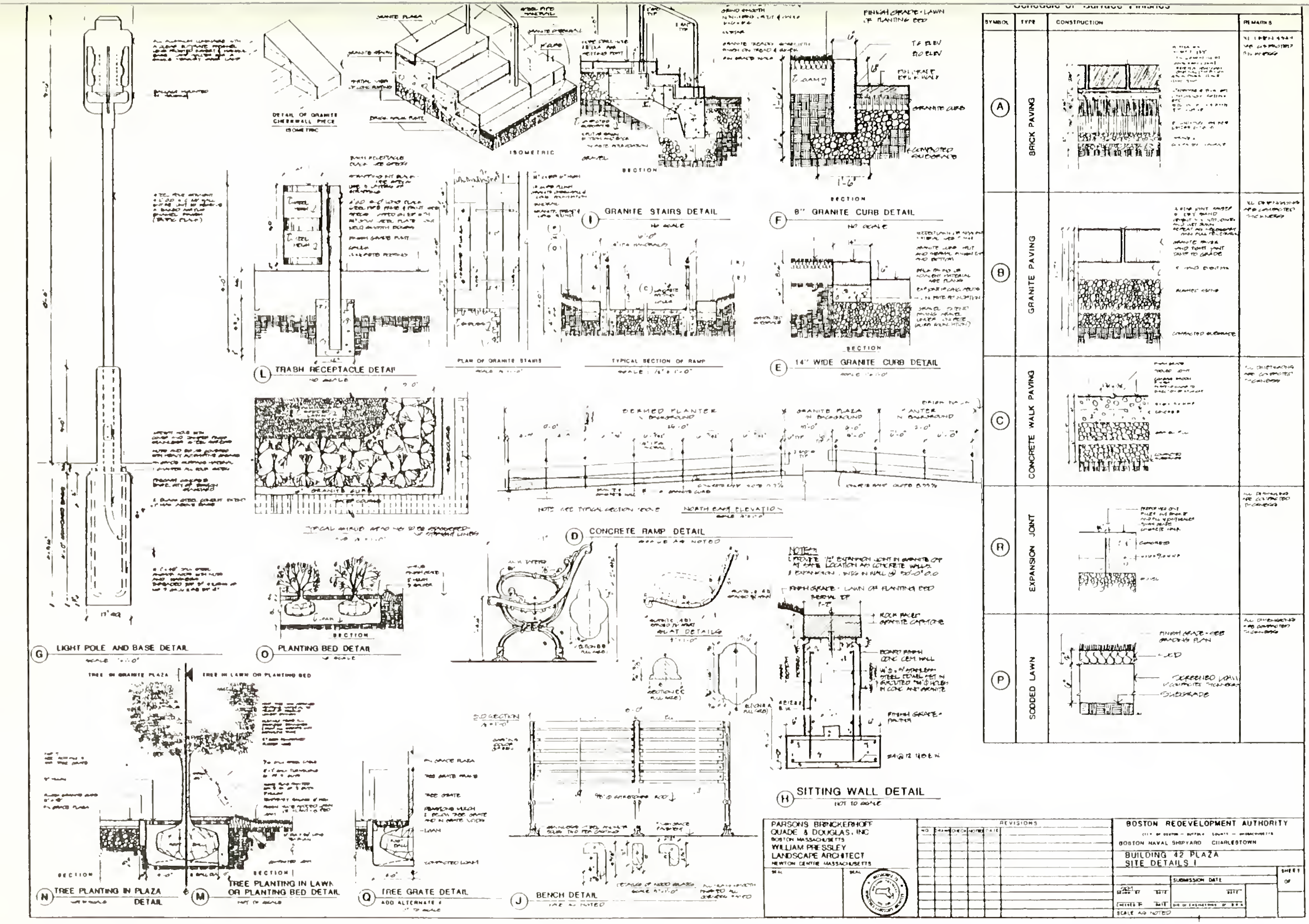
6836


BOYLSTON STREET
MASSACHUSETTS






BLDG 197
BLDG
BLDG
PIER 7
PIER 6
PIER 5
PARSONS, BRINCKERHOFF, QUADE & DOUGLAS, INC.
BOSTON MASSACHUSETTS
WILLIAM PRESSLEY
LANDSCAPE ARCHITECT
NEWTON CENTRE MASSACHUSETTS
SEAL
SEAL
REVISIONS
NO
DRAWN
CHECK
NOTED
DATE
BOSTON REDEVELOPMENT AUTHORITY
CITY OF BOSTON – SUFFOLK COUNTY – MASSACHUSETTS
BOSTON NAVAL SHIPYARD – CHARLESTOWN
SITE PLAN
SUBMISSION DATE
DRAWN BY
DATE
CHECKED BY
DATE
DATE
BD. OF ENGINEERING OF B.R.A.
SCALE 1"=20'-0"
SHEET
OF


Schedule of Surface Finishes
SYMBOL
TYPE
CONSTRUCTION
REMARKS
A
BRICK PAVING
B
GRANITE PAVING
C
CONCRETE WALK PAVING
R
EXPANSION JOINT
P
SODDED LAWN
DETAIL OF GRANITE CHEEKWALL PIECE
ISOMETRIC
SECTION
I
GRANITE STAIRS DETAIL
NO SCALE
F
8" GRANITE CURB DETAIL
NO SCALE
L
TRASH RECEPTACLE DETAIL
NO SCALE
PLAN OF GRANITE STAIRS
TYPICAL SECTION OF RAMP
E
14" WIDE GRANITE CURB DETAIL
BERMED PLANTER IN BACKGROUND
GRANITE PLAZA IN BACKGROUND
NORTH EAST ELEVATION
D
CONCRETE RAMP DETAIL
SCALE AS NOTED
GRANITE CURB
G
LIGHT POLE AND BASE DETAIL
O
PLANTING BED DETAIL
SEAT DETAILS
SECTION C-C
NOTES:
FINISH GRADE - LAWN OR PLANTING BED
ROCK FACED GRANITE CAPSTONE
H
SITTING WALL DETAIL
NOT TO SCALE
TREE IN GRANITE PLAZA
TREE IN LAWN OR PLANTING BED
N
TREE PLANTING IN PLAZA DETAIL
M
TREE PLANTING IN LAWN OR PLANTING BED DETAIL
Q
TREE GRATE DETAIL
ADD ALTERNATE
J
BENCH DETAIL
SCALE AS NOTED
PARSONS BRINCKERHOFF
QUADE & DOUGLAS, INC
BOSTON MASSACHUSETTS
WILLIAM PRESSLEY
LANDSCAPE ARCHITECT
NEWTON CENTRE MASSACHUSETTS
SEAL
SEAL
REVISIONS
NO
DRAWN
CHECK
NOTED
DATE
BOSTON REDEVELOPMENT AUTHORITY
BOSTON NAVAL SHIPYARD CHARLESTOWN
BUILDING 42 PLAZA
SITE DETAILS I
SUBMISSION DATE
SHEET
OF
SCALE AS NOTED

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